CYCLE NEWS®

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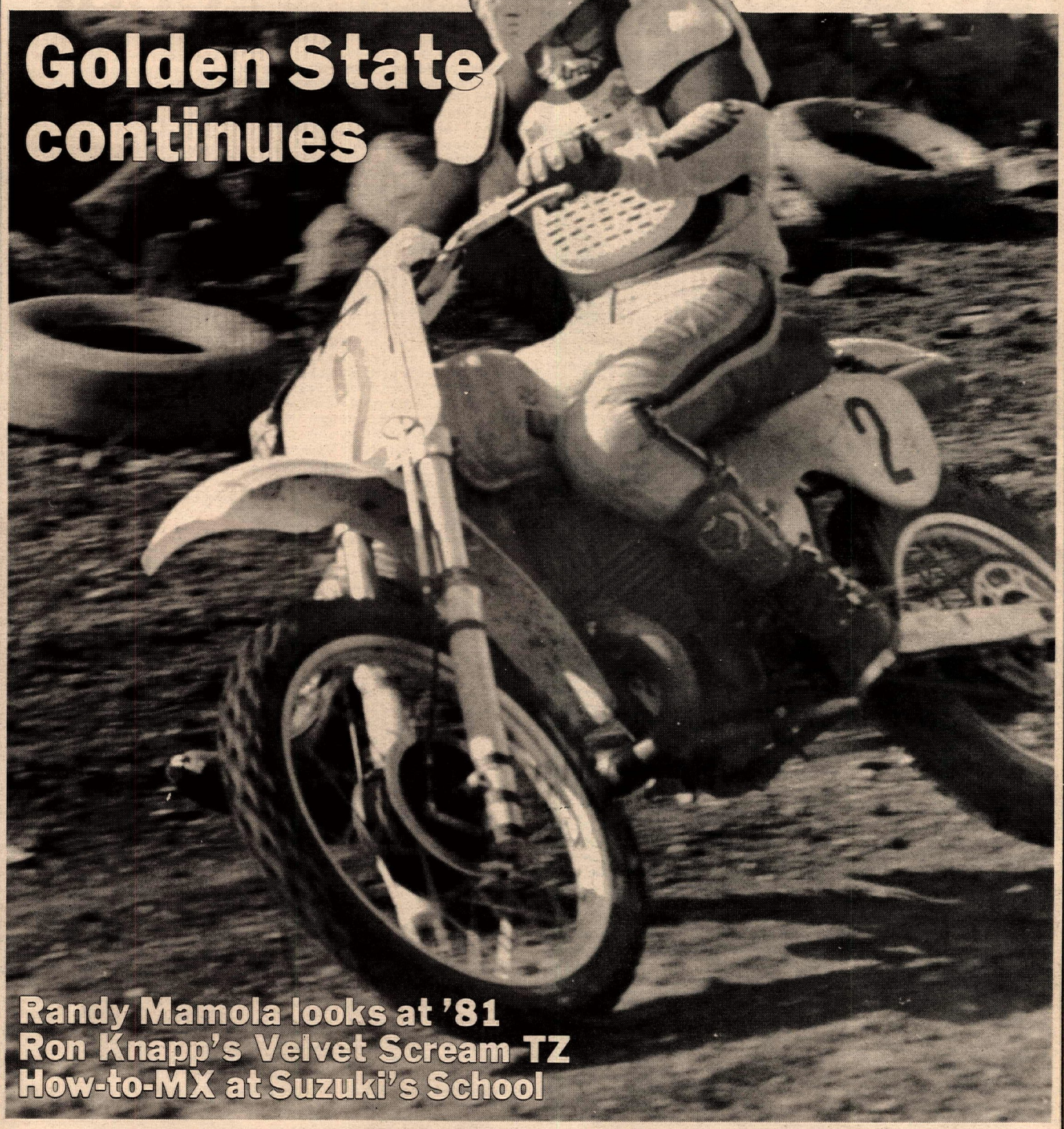
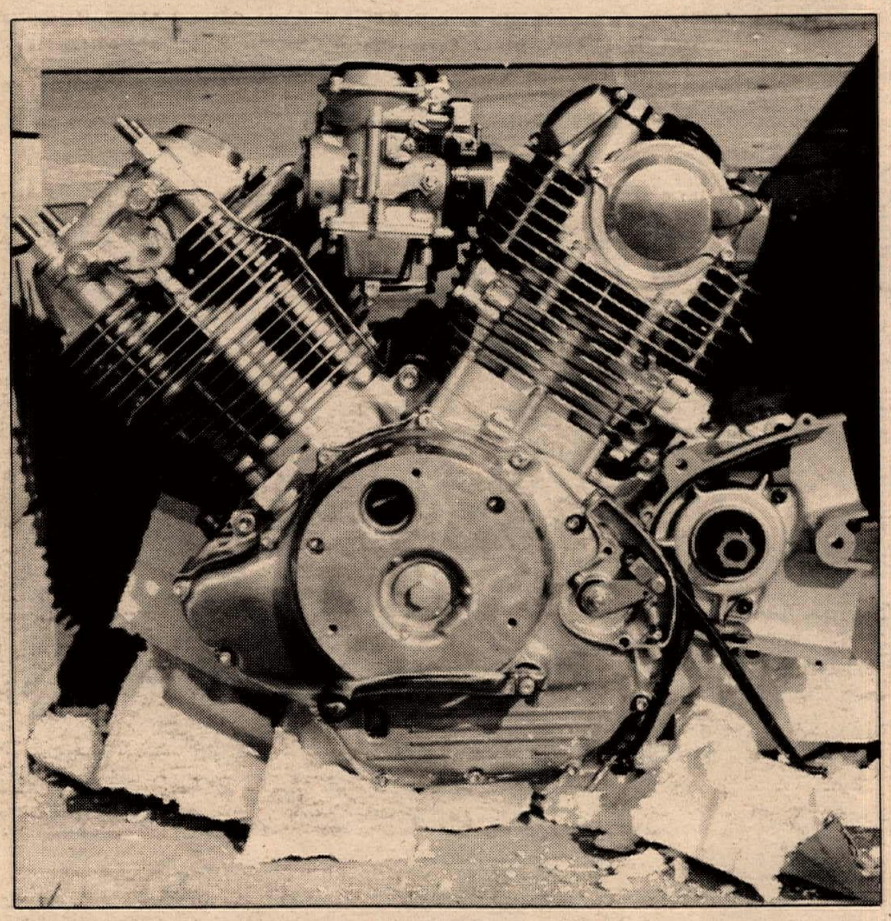


Golden State continues

Randy Mamola looks at '81
Ron Knapp's Velvet Scream TZ
How-to-MX at Suzuki's School

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY



First Yamaha 750cc dirt track engine arrives in U.S.

By Dale Brown

CYPRESS, CA, JAN. 14

The first 750cc chain drive V-twin engine — destined for dirt track racing — arrived at Yamaha Motor Corp. headquarters. With more engines scheduled to arrive in mid-February, the first engine received severe eyeballing at Yamaha before it was given to tuner Mert Lawwill, who will conduct an R&D program on the motor, working with C.R. Axtell, Mike Libby and Dick Mann.

"The 750 V-twin Yamaha sold in Japan is a chain drive model," explained Yamaha Racing Team Manager Ken Clark, "and we will stock the parts here just as for any other machine. You need a part, see a Yamaha dealer."

Clark said there would be plenty of engines available for dealer-backed racing efforts, and that information gleaned from the R&D program would be made available.

"With the removal of the starter motor, the large alternator and the street ignition, the weight of the engine will be right in the ballpark," said Clark.

Round three of the 11th Annual Florida Winter-AMA MX Series saw a near-replay of round two. Mark Barnett again topped the 125cc race, putting his Suzuki out ahead of Steve Martin (Yam) and Donnie Cantaloupi (Yam) for a perfect 1-1 win on the Brevard Off-Road Park course in Cocoa, FL. Bob Hannah also repeated a 250cc victory, this week with a 1-1, on his Yamaha. Placing second and third in the Jan. 18 event were Johnny O'Mara (Hon) and David Bailey (Kaw). Gary Pustelak proved his Open class win last week was no fluke by doing it again with a 2-2 ride on his Husqvarna. Ken Keylon (Yam) and Mickey Kessler (Mai) placed and showed.

Kawasaki's off-road effort for '81 is again headed by Jack Penton, this time with emphasis on the AMA National Championship Enduro Series and the AMA Two-Day Qualifier Series and minimal effort toward the '81 ISDE. It appears that only Mark Hyde may file a letter of intent from the team. On the Enduro squad, Penton will ride a 250cc Kawasaki in the AA class as will Ron Ribolzi. Vic Ely will contest the AA class on a KDX175. In the Two-Day series, Dane Leimbach will pilot a 125cc Kawasaki; Ely and Penton will ride 175s; Hyde and Ribolzi will be KDX250-mounted.

We asked Honda Racing Team Manager Dennis McKay about the rumored existence of a 750 V-twin Honda engine, and he replied "No sir. I've got a CX500 twin that's been to Japan (where they were taking specs and dyno readings) and now it's coming back, the one we started development on last year...With the restricted 750 rule (upcoming in '82), there's no need to develop a 750."

As far as Honda's 1981 dirt track plans are concerned, the effort will center around Freddie Spencer (who will also ride Formula One road races for Honda) and Jeff Haney, both of whom will ride all Winston Pro Series short tracks and TTs. Jerry Griffith will tune for Spencer, who will ride a water-cooled CR 250 short tracker and an '81 XR500-based TT machine at Houston. Terry Haney will tune for his son, but at presstime McKay did not have a second water-cooled short tracker for Haney. Mickey Fay will be supported by American Honda, and at Houston he'll ride a Roger Stanley-prepped, Wasco-framed mount. McKay said that Honda appearances at other Winston Pro Series dirt tracks "depends on the progress with the CX500 twin."

Scot Harden (Hus) topped the 130-mile 11th Annual Moapa to Vegas Hare and Hound on his Husky last Sunday, Jan. 18. First place in the 250cc class was Yamaha-mounted Kevin Steele, and Daryl Folks put his Husqvarna on top of the 125cc class. Coverage next week.

Supercross happenings: Cynthia Fox of KMET will be trophy girl at the Jan. 31 Supercross Kickoff '81 race in Anaheim Stadium. Four radio stations will be offering tickets to other foxes in The Great Fox Hunt; listen to KMET in L.A., KKOS in Carlsbad, KCKC in San Bernardino or KACY in Oxnard for details.

The 1980 Motocross Finals, held last Oct. 25, will be aired on KHJ-TV, channel 9, at 11:30 p.m. Friday night, Jan. 30. It's a half hour show.

Carter Alsop had *People* magazine's spotlight turned on her last week. The feature article highlighted the fact that Gina Bovaird was the first female to compete in the Daytona 200, but Carter's ambition is to be the first lady road racer to "finish" the 200. Stay tuned.

Chuck Sun was running a strange looking Simons fork assembly on his Honda at the Gainesville Winter-AMA round. They were mounted upside down, with the fork tubes attached to the axle.

Brad Lackey says he'll ride the remainder of the DG Golden State Series; Graham Noyce says he'll be sure to ride the Carlsbad event.

Aluminum helmets? British Aluminum is considering it. Really.

Gordon Jennings will teach a course called "Two-stroke Racing Engines" at Oxnard College, according to Suzuki's Mark Blackwell. Classes will be made available on a first-come, first-served basis, so dial 805/488-0911.

A three-man American team on Italjets at the Scottish Six Days Trial? Could be. Responding to a challenge letter by Lane Leavitt that was printed in England's *Trials + Motocross News*, English Italjet importer Martin Hardiman has offered two factory Italjets, works support and some help with expenses for two American riders. The team would be led by Italjet factory rider Bernie Schreiber.

HosPITal STOP: Motorcycling superstar Malcolm Smith, set for a return to two-wheeled competition in a SCORE Parker 400 effort with Rolf Tibblin, crashed while play riding in the California desert and broke three ribs. Malcolm's up and about, but the laughter will be on a low volume for a while. Get well cards can be sent to him at his shop, 7563 Indiana, Riverside, CA 92507. Get well quick, Malcolm!

Skid shoe wizard Ken Maely and his wife Judy reported a wonderful Christmas vacation Down Under. After spending a few days with John DeSoto in Hawaii, they continued on to Australia where Ken captained the U.S. speedway team in a series of test matches (the Yanks suffered from tired equipment and finished third behind England and Australia), went trail riding and chased kangaroos, and all sorts of neat stuff; the re-telling of which caused Papa's desk to look awfully depressing. Ken said that he and Judy were treated wonderfully by their Australian hosts, commenting, "The hospitality in motorcycling is out of sight."

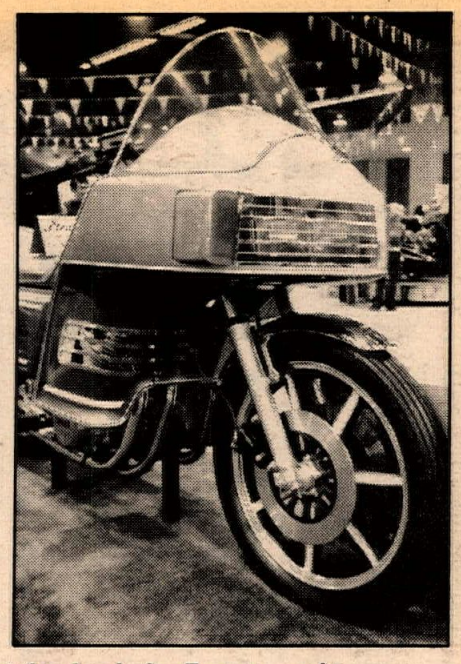
David Bailey will be carrying the Moto-X Fox banner as he competes in the 250cc Nationals and Supercross Series in 1981, riding on Kawasaki equipment.

"I'm jazzed, things are really looking good," said Mike Kidd in reference to the progress of the Yamaha 750 dirt track effort. "I talked to Mert (Lawwill) today (Monday, Jan. 19) and he says since he has gotten the engine and had a chance to get into it, that it is even better than it looked in the blueprints. I'd like to race one in the Harley-Davidson Dirt Track Series, but I believe that is wishful thinking right now because Mert is also working hard on the Houston effort."

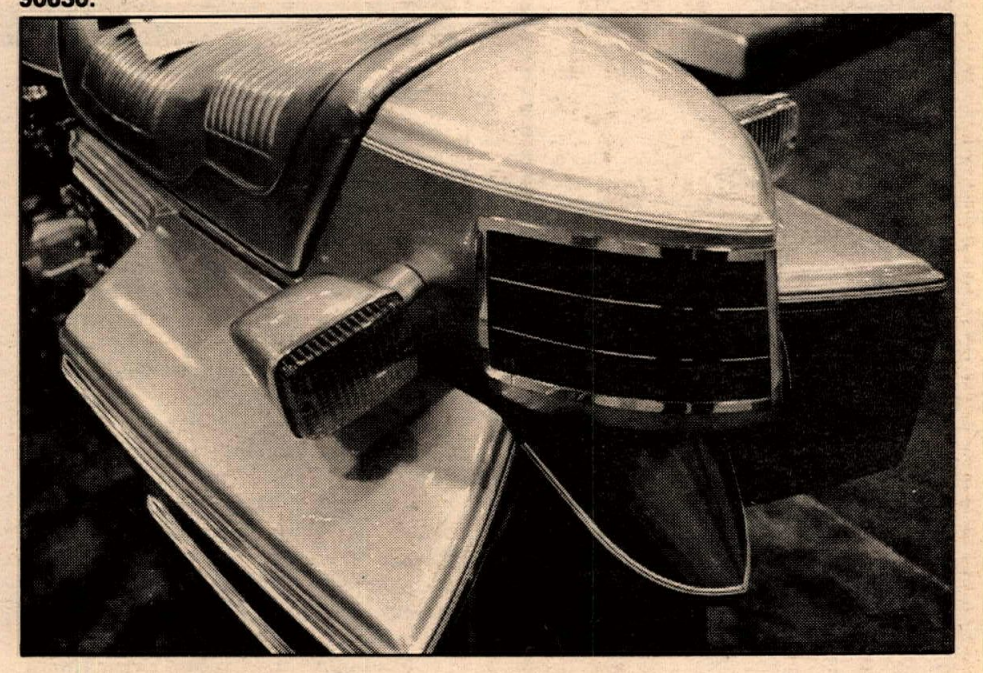
Rich Schuenemann has been promoted to General Manager of Maico West, and one of his first official acts of office was to tell Papa about a Maico sale. Maico dealers have been offered special prices on groups of five or 10 motorcycles, and Rich and his gang are encouraging the dealers to pass that savings on to you. He also reports that there are plenty of Open class Maicos in the warehouse for those of you who haven't been able to find an '81 big bore.

Speaking of Maico, the following riders will comprise the Anaheim Supercross Kickoff '81 team: Jimmy Weinert, Marty Tripes, Carlos Serrano, Ed Arnet, Dave Coupe and Eric Eaton. All will be mounted on the '81 reed-valvers.

Beginning on Jan. 24, Saddleback Saturday Motocross will host an AMA District 37 points race every month.



(Left) The most expensive motorcycle at the Anaheim Expo wasn't necessarily the largest as witnessed by this, the last Penton. Brigitte Segal has about $80,000 worth of one-of-a-kind gold and diamond craftsmanship around her neck. The motorcycle is an exact scale replica of the first Penton. And yes, once the photo was taken, John Penton retrieved his bike and headed back for Lorain, OH, hopefully to put it in a very strong safe! (Above) Mary Gehr, Miss Hollywood and an L.A. Rams cheerleader, modeled MXL's Berm Buster #906...the goggles.(Above right and below) Yamaha displayed some of former General Motors designer Bill Mitchell's ideas about tour-bike styling for consumer response. You may register your opinion by sending a card or letter to Ed Burke at Yamaha, P.O. Box 6555, Cypress, CA 90630.



Sidecar pilot Pete Essaff is in the process of putting together a deal with the Long Beach Grand Prix (Formula One cars) people to do a 12-team sidecar event to be held during the Mar. 13-15 LBGP weekend on the streets of Long Beach. Essaff has contacted the U.S. number one duo of Larry Coleman and Mark Bevans, Canadian number one Bill Davidson and Patty Dunn, U.S. number two George Fisher and Mark Norwicki and others including himself and passenger Kenny Harrold, number one in 1979, for the race. If all goes well, Essaff should have his contract in hand within the week.

NBC's *Real People* has scheduled a spot with sidecar racing for their Jan. 21 program.

Oops. The Maxima ad in our last issue said that Scot Harden won the Nevada State Championship Hare and Hound. Wrong. Kevin Welch won the Championship H&H back in October. Scot won the Hare Scrambles Championship in December. Now that's not confusing, isn't it?

Bill Buchka phoned Papa last week to say hi and update the ol' boy on his plans for '81. Seems Bill is now the chief mechanic for Yamaha's 250cc MXGP effort. He'll be tuning Neil Hudson's bike and overseeing tuner Graeme Watts who wrenches on Dave Watson's machinery. In addition to Hudson and Watts on the 250cc circuit, Yamaha will back Hakan Carlqvist and Andre Vromans in the 500cc series and Marc Velkeneers in the 125cc GPs. Heikki Mikkola will be the team advisor. Buchka, you'll recall, tuned Bob Hannah's early championship-winning Yamahas and Graham Noyce's 500cc championship-winning Hondas.

HosPITal STOP: Joe Parkhurst, former *Cycle World Magazine* publisher, author of *Biker's Guide to Baja* and publisher of *Motorcycle Business Newsletter,* broke his lower leg in a Jan. 11 Baja riding accident. Parkhurst, at the Anaheim Expo, described the accident as "a head-on...with a buddy I've been riding with for 30 years." Cards and get-well wishes may be sent to Joe at 1812 Alaska St., Costa Mesa, CA 92626.

Bryon "Clutch Cargo" Farnsworth, has risen once again on the motorcycling scene after a stint at selling real estate (or something) in Riverside. Former P.R. man for Kawasaki, *Motorcyclist Magazine* staffer, off-road pick-up truck racer and almost anything else, Farnsworth has now assumed the responsibilities of Western Sales Manager, Motorcycle Division for the Interpart Corporation.

Dick Kryder, Marketing Manager for Hannah Racing Products, was making the rounds at the Jan. 16-19 Anaheim Expo. Interested dealers may contact him at P.O. Box 2109, Sun Valley, ID 83353 for info on the new line of Bob "Hurricane" Hannah-endorsed riding goodies.

So you think you're a motorcycle rider? Roy Stokes and the crew from Chuck Stock's LuJa Products, Inc. are putting together the ultimate opportunity for you to prove it: The Four Corners Classic. Slated for June 20, 1982, the run will begin in four cities at the four corners of the United States, then you'll complete a full lap of the continental U.S. on either of two schedules. The Classic schedule will be a 28-day event that runs until a finish date of July 17, or you may complete the run at a more leisurely pace — within 80 days — and still qualify as a finisher. Still game? Phone 415/595-1060 for info.

Undoubtedly the most popular video show seen at the Anaheim Expo was Peter Starr's eight-minute spot on Dick "King Richard" Burleson. Not only was it being shown at the Husqvarna display, but in the Dunlop Tire and Bell Helmets areas as well. It's an excellent bit of film on our seven-time National Enduro Champ, and it's part of a three-segment half-hour TV special concerning the endurance aspect of motorcycle racing. The other two segments will feature the Bol d'Or endurance road race and 125cc National MX Champion Mark Barnett.

Speaking of Peter Starr, his film *Take It To The Limit* will be released in late April. Starr's legal hassles ended in victory, and while he has no specific dates yet, the film is finally on its way to the public. *Take It To The Limit* recently took a third place in the Chicago International Film Festival and earned a Gold Plaque.

"I can make the same money as a race mechanic and still be home every night," grinned Steve Whitelock, former team coordinator for the Honda MXGP squad. Whitelock is now employed by a construction firm pumping concrete to build large office buildings. He was strolling the aisles at the Anaheim Expo with Paul Smart, visiting the *Cycle News* booth while Smart inspected the products of a glove manufacturer across the aisle.

"Where's your kid today?" someone was overheard asking Team Kawasaki's Warren Reid at Anaheim. "Over there, under construction in the green," Reid responded, nodding toward his expectant wife Cinda. Construction completion date is scheduled for June. •

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ON THE FRONT PAGE: "Bad Brad" Lackey is sporting Suzuki colors for 1981, and he made another appearance on the DG Golden State Series, riding to fifth in the Open class at Fremont. Photo by Terry Whytal.

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VOICES

Goodbye Gunnar, hello Dave

Team Honda is announcing a change in personnel. Gunnar Lindstrom, manager of the motocross team for the past two years will become affiliated once again with American Honda's Engineering Department. Gunnar is a degreed engineer who was asked to shelve his career and spend 30 weekends a year away from home directing our MX effort. Both are a sacrifice most men would not make. Team Honda would like to publicly acknowledge his sincerity and dedication.

In his place Dave Arnold will become the new Motocross Manager. Dave is well known to MX enthusiasts and has the credentials to captain a factory MX effort.

DENNIS McKAY
Manager, M/C Sports Department
American Honda Motor

Helpful hint

Here's a helpful hint to motorcyclists, especially racers, that can save a lot of money. We all know what face shields cost, as well as windshields for road racers. Get a can of Blue Poly car polish, try it on a shield that you are going to throw away and I'll bet you'll put it back on your helmet. Put about four drops on each side, rub it with your fingers and polish it off with *soft* paper towels. Try it twice. You won't believe what it does.

It says on the can "do not use on plastic," but please disregard because it works great. The safety factory alone for the clear visibilty you get is enough to make you use it. I have tried other polishes and waxes, but they do not work.

This is put out by Blue Coral, but only Blue Poly works. I have informed Blue Poly (Westley Industries) of their product and I am trying to get them involved in the motorcycle industry with Blue Poly as a shield cleaner. If you like it as we do, drop them a card and let them know. We need a good shield cleaner.

ROD SULLIVAN
Riverdale, CA

100% payback

For the promoters of the CMC Golden State Series to call the Sunday races "Pro" is an insult to the intelligence of the riders taking part.

At the Saddleback round a quoted 330 riders paid out well over $10,000 for entry and park fees, not counting an untold number of late entry fees, to compete for a $4000 purse. A rider would have to finish at least seventh out of an approximate 100 entries per class to recoup his entry, and only that!

Renaming this class as Expert or Senior would help, but better yet, how about an honest 100% payback of mail entries? This figure would have been $8250 at Saddleback. I hope those professional riders reading this paper read this letter and make a simple decision as to the fate of the world's most demanding and exciting sport — motocross!

J.P. MORGAN
San Francisco, CA

Ladies of D-36

This is an open letter to the women riders of District 36; I would like to know if you are as tired of being treated as a non-entity by our district as I am.

I have talked to a couple of officials about starting a Women's Division here, but they seem to think there are not enough riders to support such a division.

I would like to prove them wrong. I know there must be other women out there who feel it is high time the district showed some respect for what we are, a division of riders who support them with our money and talent and yet receive no recognition.

If you compete on a motorcycle and are interested in a Women's Division — I don't care what sport you ride in — please write to me so that I can have some solid evidence to show the district that there is enought interest and riders to create such a division.

SUSAN POOR
P.O. Box 357
Hopland, CA 95449

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach CA 90801.

TEN YEARS AGO

The California Enduro Riders Association held their CERA II enduro in the California desert near Indio, and it included such features as a check point in the living room of a house in the middle of the desert. **Dave Evans** was the overall winner, dropping four points to **Bud Houseman's** six. Among the entrants in the day's run were former Grand National Champions **Dick Mann** and **Joe Leonard.**

Mitch Mayes won the Trailbike class at the Lost Coyotes European Scrambles after early leader **Terry Clark** threw a chain. But Clark came back on a 125cc Harley-Davidson to place second in the 250cc race behind **Tom Poteet** (Bul). **J.N. Roberts** was a no-surprise winner in the Open class race.

Celebrities were on hand as the Coachella Valley M.C. held a hare scrambles. **Jim Francis** won it, followed by **Joe Kulek** and **Charles Curnutt, Jr.** Fourth overall, first 100cc Expert was **Greg Hawks,** son of movie director **Howard Hawks. Chuck Connors** was also at the event, riding around as a spectator.

LeRoy McDonald was re-elected to the post of AMA D-36 Commissioner.

It was announced that purse and contingency money for motorcyclists in the Mint 400 had reached the $12,000 mark. Included in this was $6000 in contingency from Kawasaki.

Then-Governor **Ronald Reagan** appointed **Richard M. Brown** to fill a vacancy in the seven-member California Recreational Trails Committee. Brown was a Sylmar attorney and motorcycle enthusiast.

"Will the 8-second barrier be cracked?" was the headline on a preview of an NHRA Fuel and Gas motorcycle drag race slated to be held at Irwindale Raceway. At the time the absolute ET record was 9.02 seconds.

In a motocross at Dunlap Cycle Park in central California, Husky-mounted **Bill DaPrado** took the 250cc Senior win.

Bill Parkening on a CZ, **Sonny Nutter** on a Triumph and **Marshall Jennings** on a Husqvarna. That's the way the top three Open Experts were listed from a motocross at Huntington Beach, CA. **Bruce McDougal** on the 125cc Expert division in the same race.

Steve Stackable rode a Yamaha to win the 125cc Expert race in a motocross at San Antonio, TX, with **John Loughlin** winning the 250cc Experts and **Mark Carboni** topping the Open ranks.

The Riverside (CA) City Council, which had banned off-road riding without written permission from the landowner, reconsidered and pledged to find areas in the city where riders could ride without fear of citation. ●

Fast Facts

Curtis Cannon
Flat Tracker

Name/nickname: **Curtis L. Cannon/ Cannonball.**

Date/place of birth: **May 16, 1968/ Corona, CA.**

Height/weight: **4'8"/95 lbs.**

Girl friend's name: **Too many to list.**

Current residence: **Norco, CA.**

Occupation: **Student and flat track racer.**

Hobbies/relaxation: **Swimming, bike riding and trampolining.**

Daily transportation: **Beach cruiser and Mongoose bikes.**

Favorite food/drink: **Steak and lobster/iced tea and Seven-Up.**

First interest in bikes: **When eight years old.**

First bike: **Yamaha 80.**

First race/outcome: **Mini race/last.**

Most recent win: **Nov. 29, 125cc Expert Half-mile at Corona Raceway.**

Sizes/makes of current racing bikes: **80 and 125cc Yamahas.**

Sponsors: **KRW Racing Helmets, my dad and Corona Yamaha.**

Tuner: **My dad!**

Biggest gripe about racing: **Not enough tracks in this area.**

Most respected rivals: **Greg Nelson, Darren Hulbert and Roger Thompson.**

Reason for racing: **It's fun.**

Future racing ambitions: **To be National #1.**

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DEALER INQUIRIES WELCOME

(Top) Broc Glover gets the holeshot in 500cc Pro in front of Matt Tedder (56), Dan Turner (20), Tim Worth (4), Will Harper (A3) and others. (Above) Rick Johnson (1J), Bill Grossi (54), Dave Wood (92) and Carlos Serrano (62) are following an out-of-the-photo Larry Wosick at the start of 250cc Pro moto one.

DG Golden State Series: Round three

Glover dominates stadium styled track

By Terry Whytal

FREMONT, CA, JAN. 18

A short, tight course with challenging jumps greeted the competitors as 300 Continental Moto-sports Club Pros rolled into Fremont for the third round of the 1981 DG Golden State Series. The event would prove to be a sweep for Yamaha riders with Broc Glover doing double duty in the 250 and 500cc races and Scott Burnworth picking up the laurels in the 125cc Pro contest.

All three classes featured the most intense racing to date in the new series. Glover had his hands full fighting off Wheelsmith Maico rider Marty Tripes in both the 250 and 500cc races while Burnworth was challenged by Suzuki rider Ron Turner and Pro-Trac Yamaha rider Danny "Magoo" Chandler.

The Veterans classes continued their traditional races between Pro motos. Bill Saltzman threatened to break fellow Maico rider Alan Olson's hold on the Veteran Expert class by taking the first moto holeshot and challenging Olson throughout the day's activities. Olson prevailed in the end with a clear moto sweep and Saltzman had to settle for the runner-up honors ahead of Husky rider Rocky Coursen.

125cc Pro

"We had the works engine in a stock chassis," commented Scott Burnworth after winning a tough battle against Danny Chandler, "and it really worked out great!" Burnworth and Chandler had passed and repassed each other in a classic second moto duel, but Burnworth came out on top as he had in the first moto.

Chandler grabbed the holeshot away from Burnworth at the start of moto one, but overcooked the sweeper past the start area on lap two and took a trip to the turf as his front wheel washed out. Burnworth quickly moved into the front position and opened a safe lead over the battle for second between Yamaha riders Scott Manning, Erik Kehoe and Mike Beier.

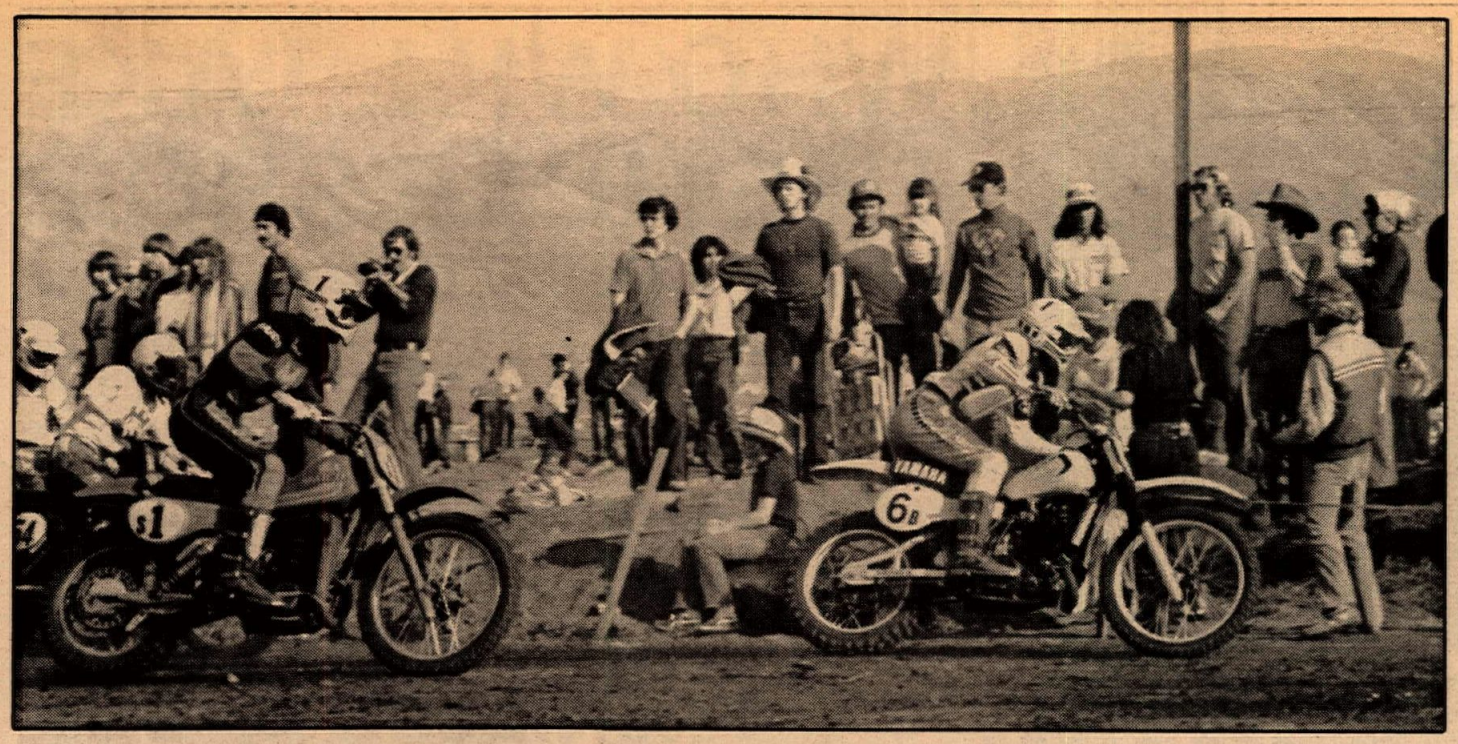
Chandler remounted far downfield as Suzuki rider Ron Turner moved up from a bad start to challenge Kehoe and Beier. Magoo passed 10 riders in one lap's time to work back into the top 10 and put the pressure on Suzuki rider George Holland who was leading the points race through the first two round of the series.

"Radical" Ron Turner put the moves on Beier and Kehoe to nail down the number two slot as the moto reached the halfway point. Magoo soon followed Turner's lead and danced his water-pumper into third leaving Beier, Kehoe, Holland, Manning and Yamaha rider Phil Larson to argue over fourth place as the white flag came out. Turner was unable to reel in Burnworth and the positions held at the checkers.

Holland timed the Fremont backwards-falling gate perfectly to lead the pack through the first turn of moto two. Burnworth latched onto Holland's rear wheel and waited for an opening as Chandler settled into third and Larson worked into fourth. Burnworth inched ahead of Holland at the completion of the first lap with Chandler quickly following suit stuffing his way past both former minibike stars and into the lead.

At the end of lap three, the order was Chandler, Burnworth, Holland, Larson, Yamaha rider Jon Nelson, Beier, A.J. Whiting on a Yamaha and Turner. Holland bailed on the next go 'round while Turner grabbed a handful and flew past Whiting, Beier and Nelson. Soon, however, all eyes were on the duel for the lead as Burnworth passed Chandler and Chandler repassed.

Burnworth and Chandler continued to juggle the lead back and forth for



(Clockwise from top) Glover leads Scott Johnson (S1) and Bill Grossi into a turn. Scott Burnworth had lots of airtime en route to the 125cc Pro win. Ron Turner (7) and Mike Beier (N8) come up on fellow 125cc Pro Rob Manning with Phil Larson also looking to zap him.

several laps until Chandler missed a shift, nearly bailed and let Burnworth slip out of striking distance. Turner ended the moto in third place to pick up third overall behind Burnworth and Chandler and close up the series points race. Fourth overall went to Larson, fifth to Kehoe and sixth to Beier.

250cc Pro

Yamaha support riders Rick Johnson and Larry Wosick shared the early lead of moto one with Husky rider Billy Grossi following in third. Marty Tripes moved his Maico into fourth on lap two while Glover languished in sixth behind Maico rider Carlos Serrano and ahead of DG/Yamaha rider Rex Staten.

Glover outmaneuvered Serrano to move into fifth. The leading five riders soon pulled away from the field with only two seconds separating leader Johnson from fifth-place Glover. Tripes put his National skills to the test as he searched the narrow track for different lines and a way past Johnson and Wosick. Tripes finally made his move and passed both riders in one lap.

Glover planned his move and passed Grossi, Johnson and Wosick, reeled in Tripes and went for the lead. Tripes was having none of it and shut the door on Glover. The two Superbowl of Motocross double winners picked the pace up to world class status, leaving the third-place battle far behind.

Glover finally established himself in the lead as Tripes' bike went belly-up with two laps remaining. Wosick picked up the number two spot ahead of Grossi, Johnson and Staten.

"I'd like to ride the whole series," commented Broc between motos, "but we'll have to see about the Supercross races interfering."

Nothing interfered with Glover's second moto ride as the California kid led from start to finish and was never really challenged. Wosick, Johnson and Yamaha rider Mark Lawrence dueled for second place with Lawrence getting the nod at the checkers, Johnson taking third and Wosick dropping to 12th after stepping off. Can-Am riders Jim Holley and Juan Benavidez finished in the number four and five slots. Johnson was second overall behind Glover, Grossi went home with the third-place share of the purse, Lawrence picked up fourth and Benavidez rounded out the top five.

500cc Pro

"I'm riding the series to get in shape so I can hopefully race in Europe this year," explained Marty Tripes before the 500cc Pro race. Glover roosted his big-bore Yamaha into the early lead, but soon Tripes was hot on his rear fender and the two riders continued their duel from the first 250cc Pro race.

While the spectators were cheering on the Tripes/Glover duel, Billy "Sugar Bear" Grossi was working his Husky into second ahead of Maico rider Eric McKenna. "Bad" Brad Lackey was trying to work his factory Suzuki up from a poor start and by the crossed flags was into eighth behind Moto-X Fox/Husky rider Jeff Jennings.

Tripes took over the lead when Glover went wide to avoid a fallen rider. Glover quickly regained his speed and repassed Tripes in heavy traffic. Glover and Tripes were turning 1:18 lap times on the challenging track as the white flag signalled one lap to go.

Tripes settled for second with Grossi picking up third ahead of a charging Lackey. Jennings finished fifth, McKenna sixth and Maico rider Scott Johnson took seventh.

Glover's "high noon" reflexes again gave him the advantage at the start of the second Open race and the three-time 125cc National champ never looked back as he won his fourth moto for the day. Jennings stayed within sight the first half of the moto and occasionally closed the gap with Glover. By the halfway point, Glover was safe with a 10-second lead and Jennings was cruising in second. "I wanted to play it safe; I've had some bad luck lately," noted Jennings later.

Wheelsmith Maico rider Will Harper and Can-Am's Jerome Hieberger dueled for third place early in the moto. Both riders dropped back as Grossi, Pro Circuit Husky rider Tony DiStefano and Tripes moved up to battle for third. Tripes and DiStefano tangled in one of the tight, one-line corners and lost several places trying to restart. DiStefano managed to finish ninth behind Lackey who was slowed by mechanical problems. Tripes pulled off with a badly bruised leg.

Yamaha rider Arlo Englund traded paint with Grossi in a moto's-end battle for third with Englund ahead by a wheel at the checkers. Jennings pocketed the runner-up share of the $3000 purse, Grossi picked up third, McKenna fourth and Lackey fifth.

"I'm getting used to the Suzuki and I'll be in shape and ready to go for it at next week's race," vowed Lackey after collecting his earnings. Round four of the DG Golden State Series moves to Huron next week. ●

Results

VET NOV: 1. Duffy Mitchell (Suz); 2. Bill Miller (Suz); 3. Greg Gustafson (Mai).

VET INT: 1. Dean Brown (Yam); 2. Mike Yarn (Suz); 3. Gary Clark (Mai).

VET EX: 1. Alan Olson (Mai); 2. William Saltzman (Mai); 3. Rocky Coursen (Hus).

OT NOV: 1. James Sheppard (Mai); 2. Carl Delong (Mai); 3. Kenneth Yarn (Yam).

OT INT: 1. Ken Clayton (Yam).

OT EX: 1. Jim Saitone (Mai); 2. Marvin Olson (Yam); 3. Mike Heiberger (Mai).

500 PRO: 1. Broc Glover (Yam) 1-1; 2. Jeff Jennings (Hus) 5-2; 3. Bill Grossi (Hus) 3-4; 4. Eric McKenna (Mai) 6-6; 5. Brad Lackey (Suz) 4-8; 6. Arlo Englund (Yam) 11-3; 7. Scott Johnson (Mai) 7-7; 8. Tony DiStefano (Hus) 10-9; 9. Dan Turner (Yam) 9-11; 10. David Gerig (Hus) 8-15; 11. Larry Cooper (Mai) 16-12; 12. Rex Staten (Yam) 14-14; 13. Jerome Heiberger (C-A) 25-5; 14. Kevin Davis (Mai) 19-13; 15. Ed Arnet (Mai) 13-19; 16. Mike Wickerhan (Mai) 17-17; 17. J. Inglebright (Mai) 20-16; 18. Wil Harper (Mai) 21-18.

250 PRO: 1. Broc Glover (Yam) 1-1; 2. Rick Johnson (Yam) 4-3; 3. Bill Grossi (Hus) 3-7; 4. Mark Lawrence (Yam) 9-2; 5. Juan Benavidez (C-A) 6-5; 6. Larry Wosick (Yam) 2-12; 7. Don Griewe (Yam) 8-8; 8. Rex Staten (Yam) 5-11; 9. Clint Hardick (Suz) 11-6; 10. Jim Ellis (Yam) 12-14; 11. Bryan Wargo (Yam) 18-10; 12. Mike Shoemaker (Yam) 13-15; 13. Joey Schlag (KTM) 21-9; 14. Dave Wood (Yam) 15-16; 15. Chris Howard (Mai) 20-13; 16. Jim Holley (C-A) DNF-4; 17. Craig Gormley (Yam) 16-18; 18. Bret Cross (Hon) 14-21; 19. Carlos Serrano (Mai) 7-DNF; 20. Ed Arnet (Mai) 23-17.

125 PRO: 1. Scott Burnworth (Yam) 1-1; 2. Dan Chandler (Yam) 3-2; 3. Ron Turner (Suz) 2-3; 4. Phil Larson (Yam) 5-4; 5. Erik Kehoe (Yam) 4-6; 6. Mike Beier (Yam) 7-5; 7. Jon Nelson (Yam) 9-7; 8. Scott Manning (Yam) 8-9; 9. Mike Tripes (Yam) 12-8; 10. George Holland III (Suz) 6-15; 11. Jim Anderson (Yam) 11-11; 12. Roger Hensley (Suz) 14-10; 13. Mick Dymond (Yam) 18-12; 14. Rick Ryan (Yam) 17-13; 15. John Whelchel (Yam) 13-18; 16. Jeff Stanford (Yam) 15-17; 17. Brian Magee (Yam) 20-16; 18. Mark Felisia (Yam) 19-19.

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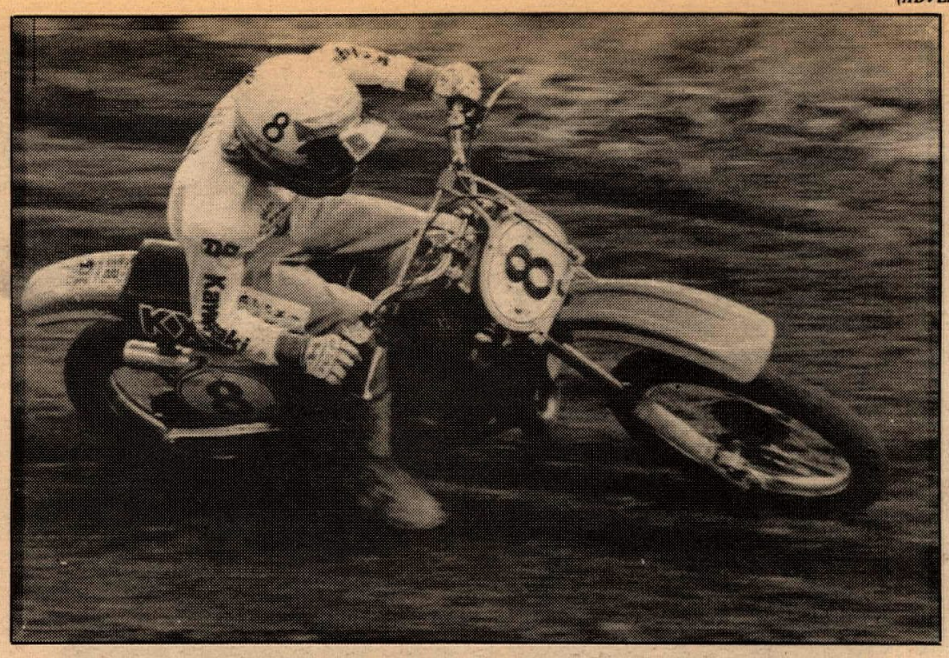

Warren Reid returns for his second year aboard Kawasaki. He will be contesting the 250cc MX wars in hopes of winning a National Championship in the AMA outdoor series and the Stadium Supercross series. Reid finished fourth place last year.

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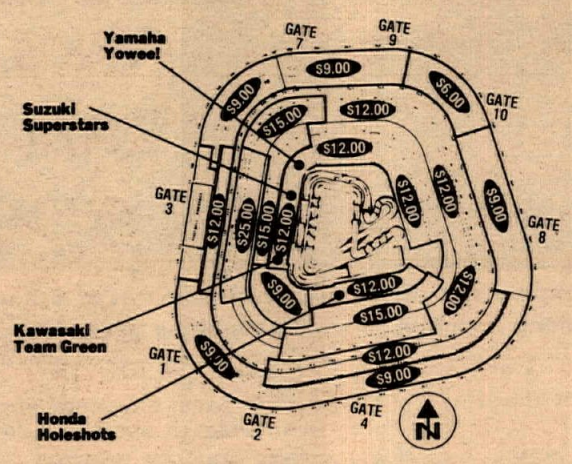

The top riders collectively at last year's event.

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Who will win? Who will take home the coveted title, the major share of points and the prize money, one of the largest on the entire circuit!

Yamaha's Mike "Too Tall" Bell, current Supercross Champion says, "It will be me. I'm hot and I intend to keep the title!" Teammate Bob "Hurricane" Hannah says, "WRONG. Last year may have been Bell's year, but I wasn't around. 1981 belongs to me. I'm the real Champion — THE BOSS."

In addition to Bell and Hannah, Yamaha also boasts Broc Glover, winner of three 125cc National Championships and the controversial injury-plagued and broken bike-strewn SUPERBOWL OF MOTOCROSS, Rick Burgett and Donnie Cantaloupi.

The famed Kawasaki Green Team composed of Jeff Ward, Warren Reid and Goat Breker will be there in full force. Ward, often referred to as a small package of dynamite, was recently proclaimed by the National Athletic Health Insitute, to be one of the most physically fit riders in racing today. Reid, another powerhouse, finished in the Top 10 in Supercross last year as well as 4th in the 250cc Nationals. Breker ran a close second in the 500cc Nationals. The "mean greens" have a lot of power this year and they could easily capture the title.

Aboard the Big Red machines will be Team Honda, quarterbacked by Chuck Sun, winner of the 500cc National Championship and Steve Wise, 3rd-place finisher in the 1980 Supercross Series and 1980 Superbiker Champion. Superstar Danny LaPorte is the new man on Team Honda this year and out to garner his share of the spotlight on the Pro Links. Rounding out this dynamic trio are Jim Gibson and Donnie Hansen, who both finished in the top 10 last year, Richard Coon and newcomer Johnny O'Mara.

Suzuki also has a strong team and definitely bears watching. Kent Howerton, 2nd place winner in the Supercross Series and Trans-USA Champion has decided that this year is the year he is going to add Supercross to his already impressive and ever-growing list of wins. Consistent, Howerton always bears watching and poses a definite threat to all concerned. Also aboard Suzuki are Brian Myerscough, "Magic" Mark Barnett who won the 1979 Superbowl of Motocross in a photo finish, three-time National Champion Marty Smith, Darrell Schultz and newcomer Denny Bently who was the 1979 Amateur National Champion.

Not only is it rider against rider, but team against team and if you look at the names that each team carries and the exotic new machinery debuting at Anaheim you can get a glimpse of the battle that lies ahead.

And then there are the privateers. Marty Moates, the first American to ever win the world-renown Carlsbad United States Grand Prix will be there, Wheelsmith-sponsored Marty Tripes is Maico-mounted for 1981, along with Jimmy Weinert and many, many others on their way to the winner's circle will keep on the gas.

"This is more than just a race," explains Jeff Ward. "It is a happening. The big event of the year right in our backyard. We all go for it and it is racing at its most exciting."

One of the big beauties to Anaheim Stadium is that it is less than 30 minutes away from most of L.A., with no traffic hassles, good parking in a great neighborhood — the friendliest, cleanest and best-run stadium in the circuit.

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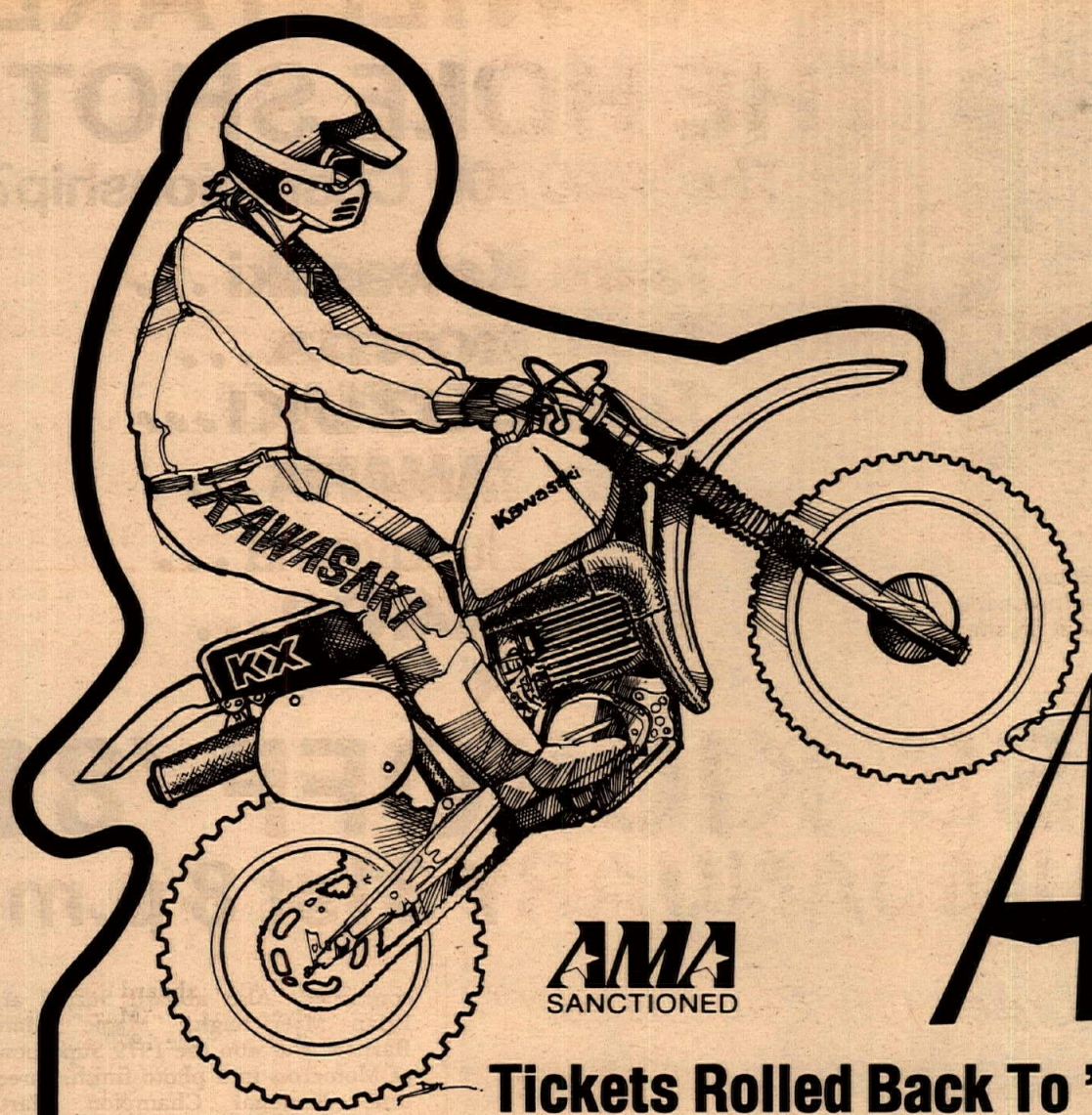

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Randy Mamola: Honing in on KR

By Chris Carter

Kenny Roberts might be the 500cc World Champion, but few people would argue that another American, Randy Mamola was the best road racer in the world during the closing stages of the season.

The Californian missed out on the 500cc crown by just 15 points. But if the Suzuki had not broken at Mugello in the Italian round costing him at least 12 points for second place, and his visor not misted over at the Dutch TT at Assen losing him another possible nine points, it could have ended very differently.

"If I had been just two or three points down on Kenny at the Nurburgring it would have been different. Neither Kenny nor I liked the circuit, but it suited the Suzuki better than the Yamaha, and if I had had to win there I would have no matter what," says Randy.

But unknown to most people, Randy's main priority at that West German Grand Prix was to ensure that Suzuki won the manufacturers championship.

"Throughout the race the only pit signals I got were one telling me where the nearest Yamaha was. Winning the manufacturers title was the main thing for Suzuki," said Randy.

But the '80 season is now history, and Randy is already looking forward to next year. In the past couple of seasons his big problem has been a lack of early season practice.

"Take the past two years. I've always been out of practice when the season started. This year, for example, I had had just one test session on the Suzuki at Mallory before the Easter Match Races. One ride in four months just isn't enough.

"You can see that in the Match Races. I ride real bad in the first race at Brands Hatch, second I do a bit better, then at Mallory and Oulton I pick up some firsts, seconds or thirds."

Next season, though, the problem will be less acute. Randy has shipped to his home in California the RG500 that carried him to victory at the British GP at Silverstone, and at least once a week he will be riding the bike at Sears Point or Laguna Seca for a couple of hours.

When the new bikes for next season are ready in Japan, Randy hopes to have one of those flown out to ride. It all makes depressing news for the opposition.

Mentally, Randy is all set for next season's world championship.

"I know I have the ability to be World Champion next year, and I am in the right state of mind to do so because I know I have the ability," he says.

"When you are working your way up in the sport it's hard to get it into your head that you can beat the number one. Number one at the moment is Kenny. There's nobody better than him, because he is number one.

"Towards the end of the year I felt I was riding better than Kenny, but we don't know how hard Kenny was trying then. Maybe he was slowing down a bit to make sure he got the points, or something, and I had to keep trying hard all the time.

"But at Silverstone I knew Kenny was riding at his full ability and that's why I wanted to beat him. It was a fair test.

"I'm not making any predictions, but next year will be a lot closer. I have the ability and the machinery, and as long as we have a bit of luck to hold things together, I think we can win it," said Mamola.

The news that Kenny will race in Europe in a bid to make it four wins in a row is no surprise to Randy.

"I knew he would race in the GPs again. The talk about car racing, and doing the AMA Championships, well that was just to help his negotiations with Yamaha," says Randy.

But while he admits that Kenny might have been a little nervous towards the end of the season, in contrast to his relaxed attitude at the start of the year, Randy insists that thanks to King Kenny he enjoyed the year a lot more than in the past.

"I had a lot better time than last year, because I became a lot closer to Kenny, and I had someone to pal around with. I met a lot more other people, too, like Jean Francois Balde, for example. It was a lot better for me," insists Randy.

"But Kenny was in his third season. He might be getting sick of it. He has done a lot of traveling since he was eighteen, so maybe something a little less hectic might appeal to him. But Yamaha has the number one rider and they will want to keep him there."

Randy has learned a lot from Kenny.

"At the start of the season my big problem was not riding as quick as Kenny, but keeping the concentration going so that I could keep riding as quick as him. That's something I've learned to do," said Randy.

The end of season meeting at Brands Hatch was a good example of Randy's ability to concentrate.

"The race was 30 laps, and there was no time at all to rest. I looked at my pit board just three times in the race, because I was too busy concentrating. I didn't want to look. I had my mind set on catching the leaders, and winning the race.

"The British Grand Prix and the Race of the Year at Mallory were other races where my concentration was good for the whole race," said Randy.

For every young rider the biggest mental hurdle is that one which allows them to believe that they can, after all, beat the champion. For years Randy raced in the shadow of Kenny Roberts. Then last year at the French GP at LeMans, Randy took second place to Kenny and realized that he could beat him.

"It's really weird. When you are coming up you say to yourself out on the race track that you can't beat Kenny, or whoever. Then when you find yourself behind them in a race you say 'I can't go by them, I've got to stay here.' But it takes just one second to go by them, and suddenly you realize that you don't have to follow him. You can make him follow you.

"Like every up and coming rider it was tough for me to make that move."

Delighted though Randy is to be part of the Suzuki GB squad, the past season's crowded calendar has not been so pleasing.

"This time we were rushed and short of practice at GPs because of commitments in Britain. I feel sure that next year, with an even bigger World Championship program we shall cut down on our international program," said Randy.

But that hectic season did have its advantages. It gave Randy still more experience, particularly in riding in the rain.

"I still need experience riding in the rain because if it's raining in a Grand Prix I still need to do good. I don't think anybody really likes riding in the rain, because you just don't know how fast you can go until you fall, or see someone fall off, and then you have to slow down. To me it's just not racing, but I've got to learn to live with it.

"Even if I win after riding around in the rain it doesn't give me the same satisfaction as winning a race where everyone can try their best. Riding in the rain isn't what I call racing."

Next season Randy rates Kenny, of course, his main rival. But he also knows that the fiery Italian Marco Lucchinelli, on a factory Suzuki will take a lot of stopping.

Barry Sheene, he doesn't see as quite such a threat.

"It's really difficult to switch from Suzuki to Yamahas. A switch the other way somehow doesn't appear to be so difficult. Right now I don't think Barry will be in there," said Randy.

Relations between Randy and the Italian Suzuki team of Roberto Gallina have not been good in the past season.

"For some reason Gallina doesn't like me, and right up until I beat Kenny at Silverstone they were saying that I was blocking for Kenny. I don't know if it was jealousy because I was the leading Suzuki rider at the time, or what. But I have the greatest respect for Marco as a rider, and obviously I was doing my best for Suzuki," said Randy.

Randy hit the headlines last year for his part in the controversial Professional Riders Association.

"I don't think what I've done for the PRA has affected my riding at all, but I do believe that it has helped the privateers. We've fought hard against the Argentinian and Venezuelan GPs because it's so expensive for non-factory riders. Factory riders go for free, and I already have the advantage of factory machinery. For a works man to win points at GPs like that, when good privateers cannot afford to go is all wrong.

"I've been a privateer, I know what it costs. Sometimes Kenny doesn't understand, because he has never been a privateer, but I understand.

"At GPs I don't think of anything else but championship points. The money doesn't matter to me, only in the sense that I want it to be enough so that if a privateer rides good enough to finish in the points he earns enough to pay for his racing. But I just take the money and put it away," said Mamola.

With a hard headed businessman like Pan Am pilot Jim Doyle working at your side it's not surprising to learn that Randy could perhaps quit racing in two or three years at his present rate of success, and live off what he has earned.

But there's little chance of that happening. Randy loves the sport, loves the racing and loves entertaining the crowds, wheelies and all!

He'll quit when he is tired of racing, but somehow that looks a long way off. Till then there are world titles to win, and the first could well be next season.

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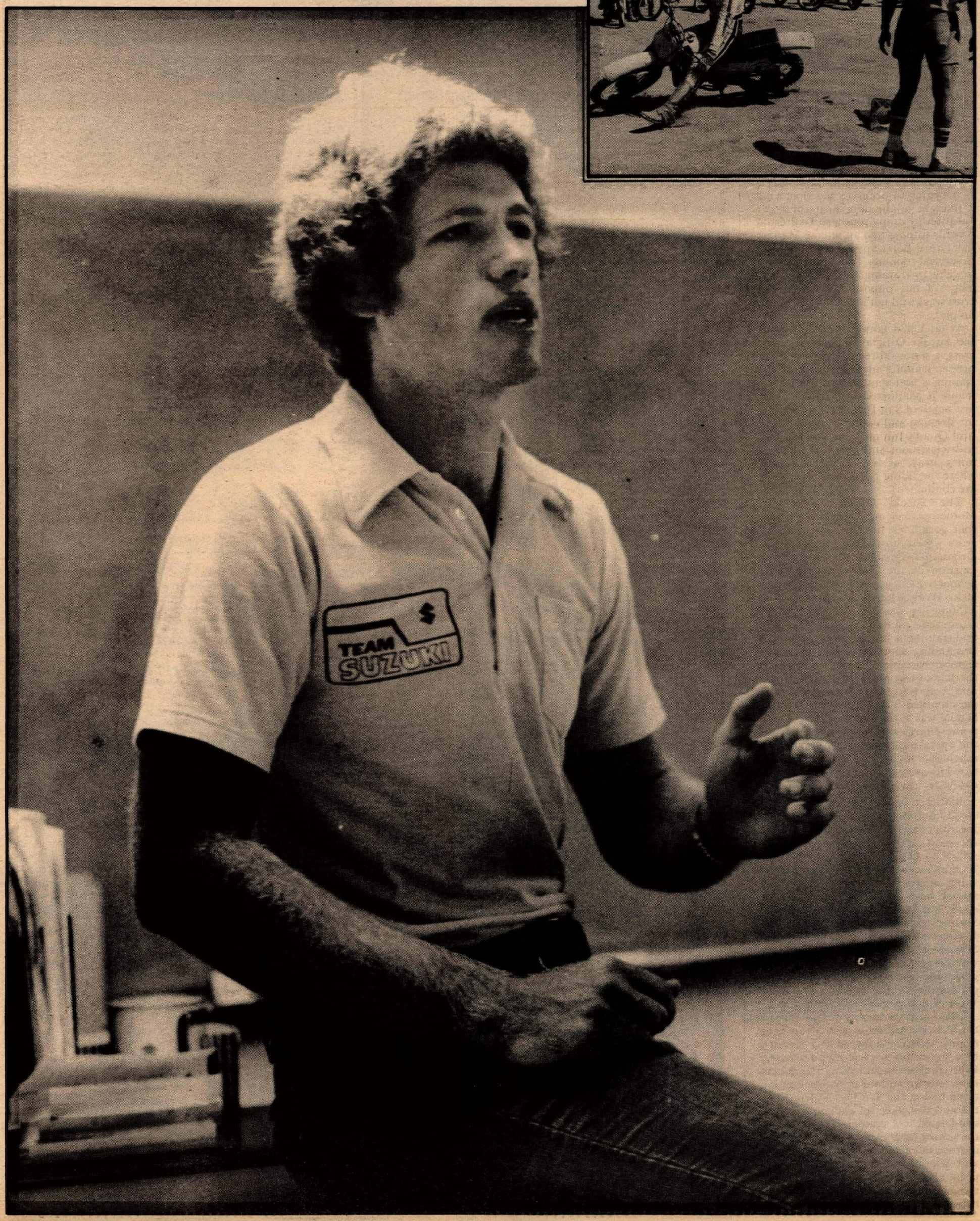


By Jim Gianatsis

Six-thirty in the morning comes awfully early when you're used to sleeping in late on weekdays. I try to roll over and ignore the wake-up call from the Quail's Inn front office, but it won't leave me alone. My roommate Pedro, a 16-year-old kid from Mexico City who hardly speaks any English, bounds out of bed and answers the phone.

"Si? Si?"

"Geem, must get up now."

I struggle to the edge of the bed and manage to sit up. Parting the curtains I look for the sun, but it isn't even up yet. As I slip into my running gear — Phase 4 shorts, a Scott USA shirt and a pair of Brooks Vantage waffle stompers — it begins to occur to me that what I thought might be a neat three-day vacation in sunny southern California is really turning into an intense Marine-like Green Beret Special Forces course in survival training. The only difference is we're in training to meet the challenge of our opposition on a motocross track and not in some third world jungle.

What I had gotten myself into was the Suzuki Official School of Motocross, a serious three-day course in the proper training methods towards becoming a better motocross rider. The school is conducted in Carlsbad, CA, just north of San Diego. Headquarters for sleeping and eating is at the beautiful Quail's Inn on Lake San Marcos, with classroom and gymnasium a few miles away, as is Carlsbad Raceway where the riding portions of the school are conducted.

The Suzuki Official School of Motocross has an impressive history that goes back further than the four years which Suzuki has conducted it. Originally, Carlsbad Raceway was the location of the Husqvarna Training School which was started by former 500cc World Motocross Champion Rolf Tibblin. It was an extension of the Husqvarna philosophy that rider skill and training is just as important in the demanding sport of motocross as the right motorcycle. Tibblin's assistant at the school was Mark Blackwell, a former American 500cc National Champion himself. The Husqvarna Training School was successful from the standpoint of large student enrollments, but the operating costs of the school were much too high for a small company like Husqvarna to handle and after two years the school was disbanded.

Blackwell believed in what the school stood for and what it did towards helping riders and improving the image of the sport. He took the concept of the school to United States Suzuki where he convinced the Japanese manufacturer of the importance of such a school, both for the betterment of the sport and Suzuki's own public image. Suzuki was sold on the idea and hired Blackwell to run the Suzuki Official School of Motocross for them. Blackwell devised up an all-new school program for Suzuki with the help and endorsement of Suzuki's own 500cc World Champion, Roger DeCoster.

The Suzuki School is unique among the other motocross schools in the country in that it is owned and operated by a major motorcycle manufacturer. Everything is included in the school from lodging and meals, transportation to and from the San Diego airport, to the student's choice of any displacement size Suzuki RM motocrosser for use at the school. A complete course manual is given to each student for use during and after the school, covering all aspects of the course from riding techniques to motorcycle maintenance, rider training, health and proper diet.

Each regular school is three days long, and there are also special schools for minibike riders and advanced Expert rated riders. The regular school is more than tough enough for the majority of average or above average riders. Training and techniques taught in the Expert class are difficult enough that injuries can happen if a rider isn't skilled enough, so admission is restricted to riders with Expert ratings or those holding Professional competition licenses in AMA, CMC and so on.

Tuition for the Suzuki School is only $150 and that covers everything. It's quite a bargain and the price hasn't gone up once in the school's four-year history. No accurate figures were available on what it actually costs Suzuki to put a student through the school, but a rough guess — considering all the operating expenses including the lease on Carlsbad Raceway, insurance, instructors' and mechanics' salaries, bikes, food and lodgings — would put the cost around $500-600 per student.

Suzuki is taking a big loss in running the school, but they feel the results in promotion and improving the sport are well worth it. Each school is limited to 20 students so the two instructors will have time to work with each student individually and each school session is usually booked up some six months in advance.

Staggering out of our rooms in the cool, grey light of morning we are met by our instructors; Wayne Boyer who now runs the school and Bob Elliott his assistant instructor. Both are Expert riders with Wayne a regular top-20 finisher on the AMA National circuit since the early 1970s, while Bob is a hot southern California Pro who is one of U.S. Suzuki's main test riders when he isn't at the school teaching. Blackwell left the school last year to take over the position as manager of Suzuki's motocross team.

Wayne and Bob load us up into the two school vans and drive us out to a hilly countryside area for a 2.5-mile run. First we warm up with a short uphill walk and a series of stretches. Then we begin the run which isn't an all-out race to see who is quickest, but in Wayne's words, "...to introduce you to the things you need to do on a regular basis to condition and train for motocross."

Returning to the vans after the run, we do another series of stretches to help keep us limber and prevent our muscles from tightening up during the day. The final morning of running at school, Friday, is augmented afterwards with an hour's worth of exercises back at the classroom. Each exercise or stretch is designed to benefit a particular part of the body used in motocross.

After our morning workout, we return to the Quail's Inn to shower and change for breakfast. It is at breakfast that the students receive the second indication that the school is more serious than was expected. There was none of the typical eggs and bacon, buttered toast and sausage breakfast fare. Rather, on the first morning, Wednesday, we were treated to whole-wheat pancakes and cups of fruit. The following morning the menu was Wheat Hearts (a hot Cream of Wheat-type cereal), dry wheat toast and cups of fruit (in water, not a sugar syrup).

The final morning, Friday, we had Grape Nuts cereal and the fruit cup again. Along with each breakfast was all the orange juice and low-fat milk we wanted. At no time during the course of the school were we given eggs (the yokes of which contain too much cholesterol for the human diet), fried foods, foods cooked in grease, or red meats which have an overly high fat content.

Students spend lots of time listening and watching, not just riding all the time.

From breakfast, everyone piled back into the two school vans and we were taken to the classroom a few miles away. The classroom session runs between 9 and 11:30 a.m. with a short break in between. On the first day, we quickly brushed over the basics of motocross bike maintenance. The second day, the topics changed to proper exercise, diet and nutrition, along with a visit to a Nautilus gymnasium next door for an introduction to proper use of the equipment.

Both Wayne and Bob would take turns as well as assist each other in the classroom instruction. There seemed to be so little time to cover every subject thoroughly and in detail; we were brushing over everything just so fast. It was becoming obvious that a three-day school was just too short to cover everything in detail.

Thankfully, everything touched on lightly in the school was covered in much more detail in the Suzuki School manual used by each student during the classroom sessions and then given to them to take home afterwards.

We would leave the classroom at 11:30 for lunch back at the clubhouse near the motel. Lunch the first day was a hot tuna fish sandwich with melted low-fat cheese on whole wheat bread and a salad. By the second day, Wayne's proper nutrition kick was really becoming serious as we munched out on raw vegetables along with some kind of barley soup.

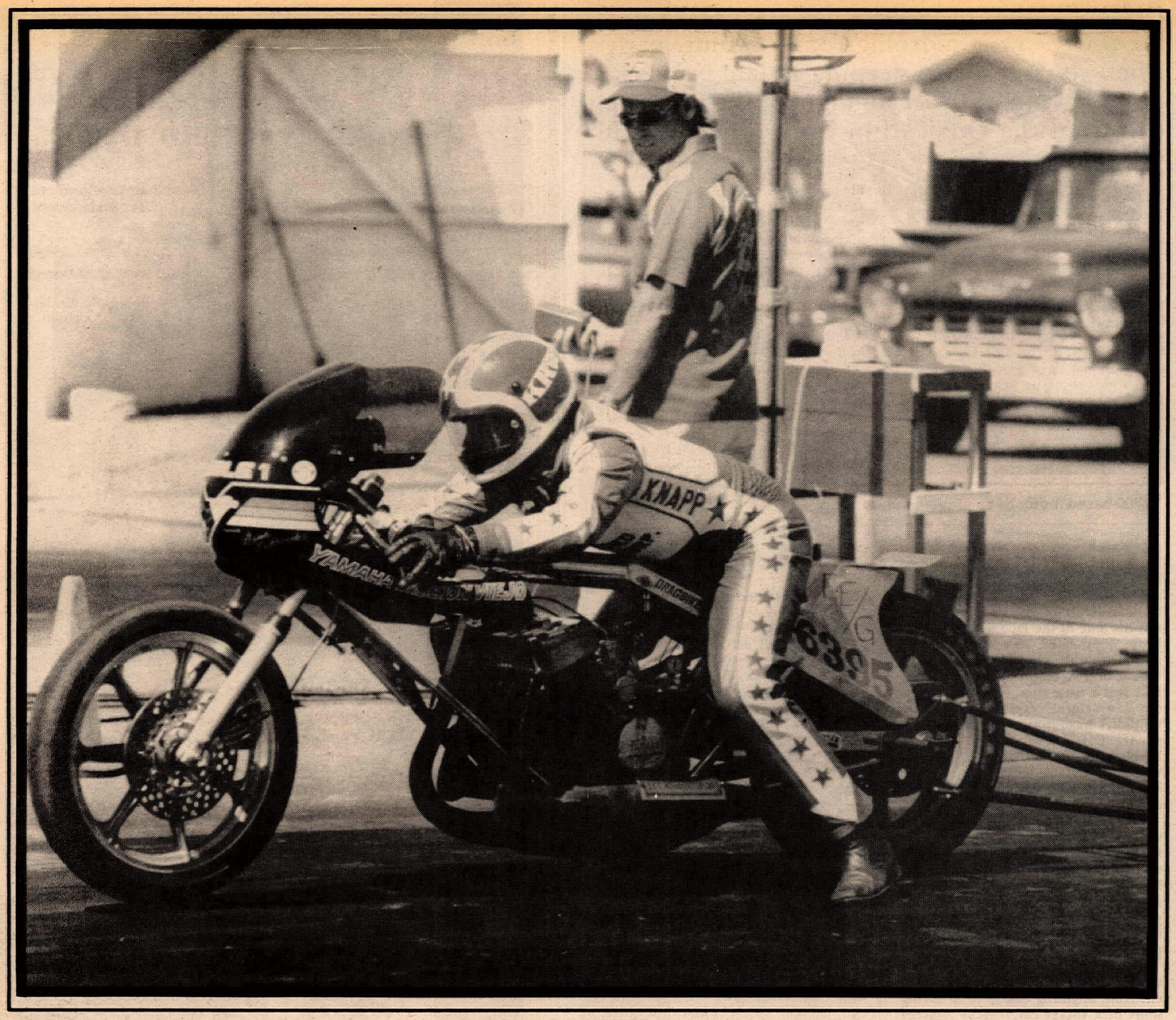
Most of the students were young, and with the exception of myself, all of them were in high school and around 17 years old. It was surprising how closed minded they were to many things, particularly when it was meal time. The majority of them would not eat anything served to them, while some would leave whole meals untouched. Bitching about the food became a common occurrence.

It looked like a student rebellion might occur at any moment, followed by an attack on the local McDonald's or Pizza Hut. I wouldn't have minded sinking my teeth into a Double Cheese Whopper and let the grease dribble down my chin, munching on a fried cherry pie or gulping a big Coke. But I had also come to the school to learn. It wasn't long before I was joining Wayne and Bob in scavenging the uneaten food off the students' plates. We never went hungry, but a lot of closed-minded students did since there was never time in our busy schedule to sneak out anywhere else for food.

Those who disregarded the proper diet and training portions of the school, only to follow the riding techniques taught, will never advance to the level of National Champions like a Kent Howerton or Danny LaPorte. Not because those students won't know how to ride fast, but because they lack the total dedication needed to become a top-level National-caliber rider.

We went back to our motel rooms after lunch to change into our riding gear and head out to Carlsbad Raceway, site of the American round of the 500cc World Motocross Championships. For the students who had never seen Carlsbad Raceway before, except from in front of a television set, it was certainly a disappointment... baked adobe clay surface as hard as concrete covered with a powdery dust to make it

(Continued to page 20)



Ron Knapp prepares his Velvet Screamer for a DD/Gas record run. The EE/G designation was incorrectly applied during a tech inspection.

Ron Knapp and the Velvet Scream

A high pitched screech fills your eardrums — it penetrates your whole body, the stacatto barks trying to invade every pore. In the pits, surrounded by 50 other dragsters, it can be heard above all others. It stands out like Don Rickles in a convent.

Tuner Gene Schroeder gives the throttle a few whaps. The rpms turned by the motor are high enough to scatter the innards of most racing machines — but it's still well below the powerband of this four cylinder slingshot. Where most motors come unglued at 11 thou, this one hits the powerband — and continues pulling up towards the 16,000 range.

Ron Knapp swings himself over the creation — a monster of his own design and assembly. His feet reach the pegs — way back by the rear axle and wheelie bars. His racer-size 5'5" frame is just barely long enough. He has to stretch out almost horizontally to reach the clip-on handlebars. An indication of the meticulous detailing is the front brake lever that wraps behind two fingers — it's anodized and polished.

Below his chest is the powerplant that has propelled Ron Knapp down the quarter-mile to snag five National records at the finish lights. What started out as "an idea and some garage space" has turned into one of the most successful two-stroke drag racing machines in years.

The machine's power comes from an old road racing motor — a TZ700 that was later bored out to the more current TZ750 specifications. Knapp figured that the transition from the high banks of Daytona to the flat drag strips of California and other states would be simple for the engine. He even surprised himself at how well the engine adapted to its new duties as a drag strip burner.

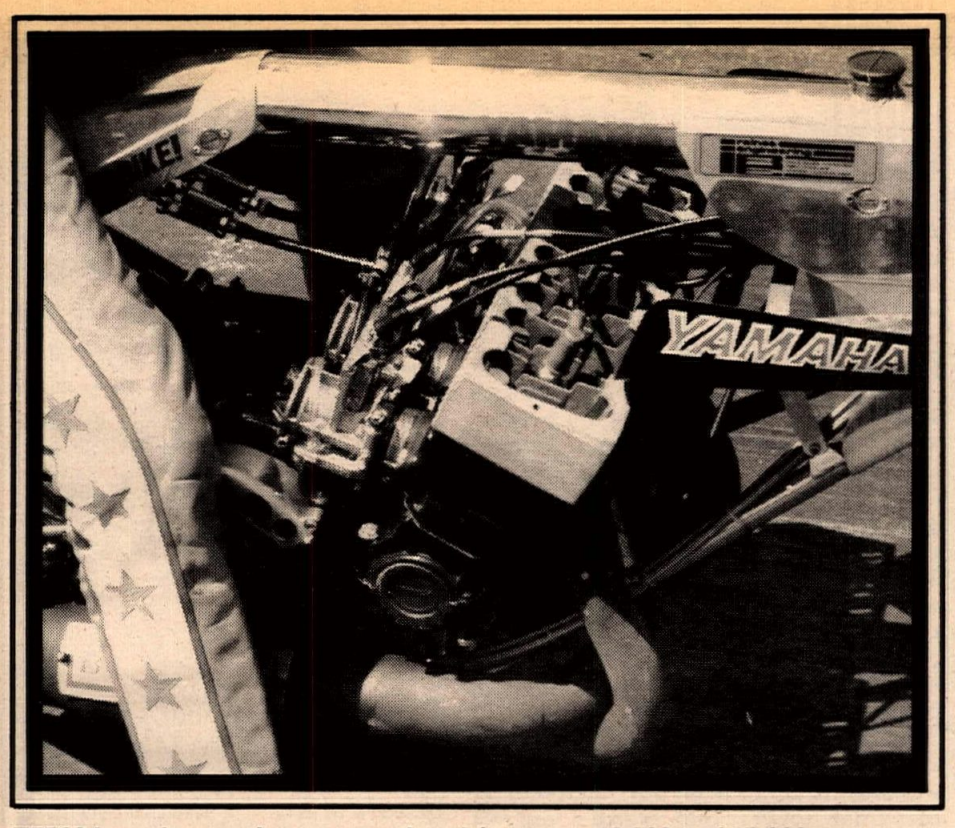
The entire cooling system was removed or highly modified. The water pump was pitched. The oil pump found home in a long forgotten box. The water jackets were gutted out to allow air flow when zinging down the strip. The cylinders were "cleaned up," Bassani designed the exhaust pipes and Raimes Engineering adapted a set of RD400F cylinder heads. Until just recently the bike was run on the standard 34mm Mikuni carbs (they've since switched to Lectron). Inside the gearbox first and sixth gears were removed since the engine in stock trim had enough torque to pull second from a standing start, and would most likely fly away to the next county if you ever got into sixth gear and wound it out.

Since you can't just drop by your local dealer and order a drag racing frame, Knapp turned to the team of Herman Booi, a car dragster frame designer, and Larry Maddox who owns Hemet Cycle. They came up with the combination that keeps everything under dead aim accuracy even in the upper hundreds range. Some bikes have been touted as so smooth "they're riding on rails." If so, then Knapp's machine has a laser-beam-thin guide wire.

After the frame was bent, cut and welded, it went to Ensenada Chrome to be nickle plated. Lots of parts went to Jenco Plating for anodizing. Knapp uses the standard TZ brake system, but he bought Magnesium Morris mags and Goodyear racing slicks to round out the package.

After getting it all wrapped together and running "smooth but not quite dialed-in" Knapp went to Carlsbad for the Dragbike race. Competing in the DD/Gas class he broke the existing national record with a blistering 9.29 seconds at 142.87 mph. The fastest — and quickest — a normally aspirated two stroke had ever gone.

This created quite a stir in the pits. It's not everyday that somebody comes



TZ700-based motor has a powerband between 10,000 and 16,000 rpm.

along with so bizarre a creature and blows the shorts off the established heroes. Knapp rubbed it in even farther the next day. He added 20% alcohol to his mixture of gas and Yamalube, ran his bike in the DD/Fuel class and broke another ET record, going 9.59 and missing the class top speed record by a scant two tenths of an mph. "The bike was a little tired from the record the day before," explained Ron, "so we didn't push it as much as when we got the DD/Gas title. Since it hadn't been raced before we didn't know what it looked like inside, so we had no idea how durable it was. Turns out it's dependable as the sun."

Knapp came back later in the year to prove that he was consistent, too. At Fremont Raceway during an IDBA event he again broke records in the DD/Gas class with an ET of 9.49 at 142 mph. And whether or not it's the perfectionist coming out, Knapp still insists that it isn't nearing maximum potential yet.

To see and hear his machine run down the strip is an experience different from anything else in drag racing short of a rocket car. Unlike another Yamaha rider, Ron Teson and his XS-11, Knapp and his TZ don't thunder down the strip — they screech. One minute they're sitting dead still at the Christmas tree, and then...they're just gone. It will take you longer to read this sentence than it takes Knapp and his Yamaha dragster to go from a standing start to 140 mph.

When all four of the TZ's cylinders get up to steam the bike pumps out gobs of horsepower. The powerband starts — *starts* mind you — at 10,000 rpm. Knapp has to feather the clutch out slowly at the start — or else the motor tries to leap out of the frame if it gets too much traction, or burns the tire to a frazzle if it breaks loose. The wheelie bar on back twists and contorts for the first 20 feet as things start hooking up and accelerating.

The TZ lofts the front wheel in second gear. It keeps it up in third gear. When Knapp shifts from third to fourth the wheel drops back to the grounds — for a few milliseconds, then leaps back up in the air. On the average run Ron Knapp has the front wheel on the ground only in fifth gear. From dead stopped to well over 100 mph, he's doing the world's fastest and quickest wheelie — and still screwing the throttle wide open for more.

The motor sounds like something released from a cage. When he opens the throttles it seems to run away — from something. It screams all the way down the dragstrip. The sound is so penetrating and high pitched that it's hard to listen and hear the bike shift.

Knapp's version of the ride from behind the bars is one of quickness and blurs. "The ground blurs, my arms get pulled and I have to work at pushing the button for the air shifter. It revs so fast that I have to keep one eye on the tach and the other on the strip. When I shut off it's like hitting a brick wall. All the force, the pull and acceleration stops pushing down on my body. Then I realize what normal is like and get a lot of respect for the amount of horsepower it's putting out. It's a piece of equipment that I really have tons of respect for — it could get pretty nasty."

Knapp feels that the ride is much more pleasant than the four stroke drag racers. "I don't feel any vibration once we're underway" he says, "but I think I do have the advantage when it comes to feeling how the bike is working through the bars. Even the littlest vibration will come through and you can track it down. The big four strokes don't have that sensitive feel. My bike is unique — in lots of ways. It's also a real thrill to ride. The experience of going that fast and accelerating that hard is just something you can't get anywhere else."

When he's not out racing on the circuit, Ron Knapp has a job that keeps him up to his elbows in motorcycles. He's a District Sales Representative for Yamaha, working with dealer sales and special promotions. Handling 50 dealerships and racing at the same time keeps Knapp busy. But there's always time to get his bike out (thanks to his sponsors Mission Viejo Yamaha, Eagle 1 Oil and ND spark plugs) and show up from nowhere to demolish another National record.

Knapp, who lives with his wife and son in Hacienda Heights, is no newcomer to drag racing — he's been doing it for 20 years. But when he dreamed up the combination of the Yamaha TZ motor and drag racing he hit on a winning combination that will undoubtedly keep him dominating the DD/Gas class for a long time. ●

(Since this article was written, Ron Knapp has set a new IDBA record in the DD/Gas class at 9.20 seconds and 145.63mph. His plans for 1981? "We plan to break into the eights at over 150mph." Backing Knapp in his venture are Mission Viejo Yamaha, Eagle 1 Oil, ND Spark Plugs, Jenco Plating, Time Sert and Lectron... Editor.)

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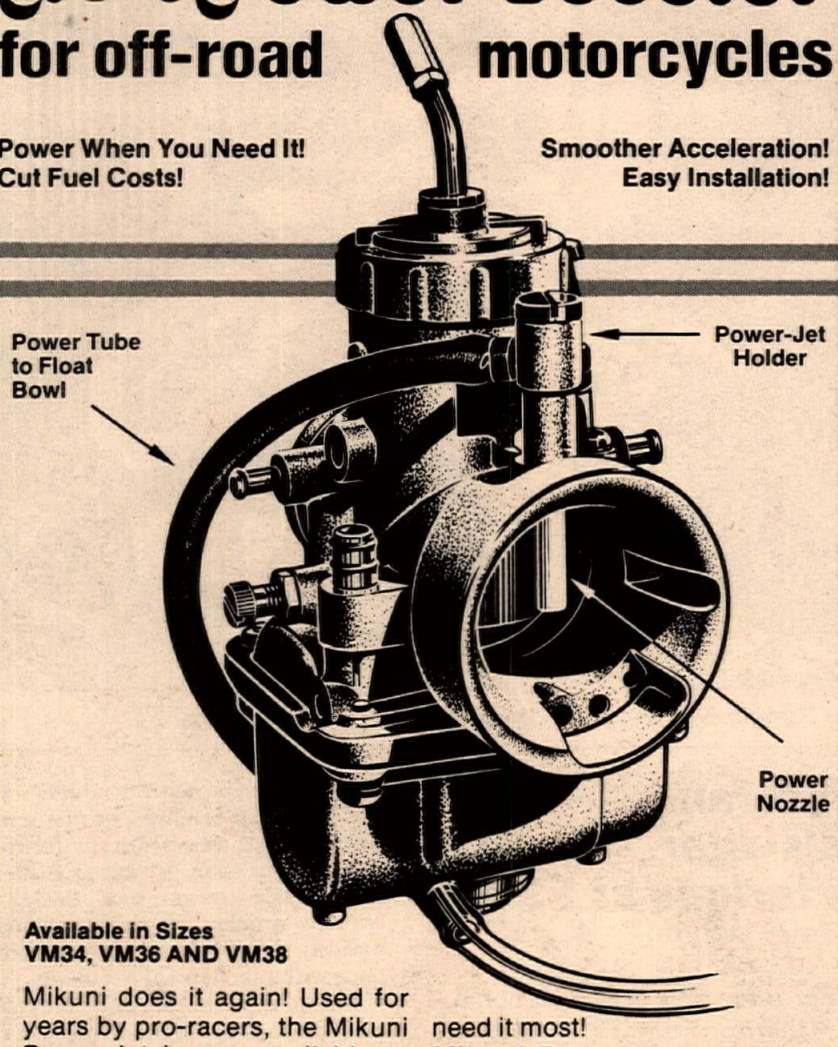

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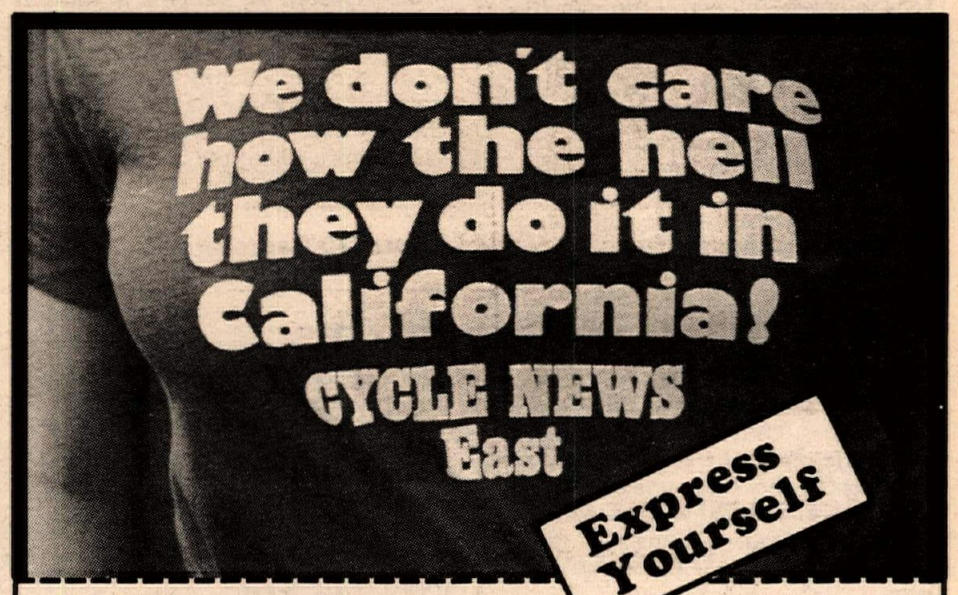

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Tom Hodgin won the 250cc Intermediate class at Corona.

DiStefano, Reisinger victorious at SSM

By Terry Whytal

ORANGE, CA, JAN. 10

Former three-time 250cc National MX Champ Tony DiStefano is back on form and overcoming the difficulties of riding with one bad eye. "I don't really feel that it bothers my riding as long as I concentrate and push hard," commented Tony before powering his Pro Circuit Husky to the Open Pro win at Saddleback Saturday Motocross.

Wheelsmith Maico rider Kevin Davis followed DiStefano through the first turn of moto one with Dale Lewis moving his Maico into third. Tony D found the track much to his liking and despite still fighting off the effects of flu, opened a safe lead over Davis and Lewis early in the race. Positions stayed steady for the remainder of the moto and Yamaha rider Jim Berry picked up fourth.

Swedish power propelled DiStefano into the lead at the start of moto two with Davis again taking the number two slot. Rich Eierstedt fed a little more gas to his Wheelsmith-tuned Mega Two and challenged Davis from third place. Once again DiStefano held a safe margin over the battle for second as the checkers came out. Davis finished second ahead of Eierstedt and Lewis with Lewis picking up third place money behind DiStefano and Davis.

Kawasaki support rider Robert Reisinger lofted the front wheel of his KX250 as he cleared the top of Saddleback's start hill and powered into the lead of 250cc Pro moto one. Yamaha rider Andy Guth and Maico-mounted Chris Howard gave chase but the DG-sponsored Uni-Trak rider rode almost flawlessly en route both moto wins. Guth and Howard continued to fight for the runner-up payoff with the two riders splitting moto placings and Guth taking second overall.

Honda rider Craig Dale aced both motos of the 125cc Pros, slicing through traffic and overcoming the challenges of Kawasaki-mounted Rick Rodgers and Yamaha riders Rik Nielsen and Vaun Butler.

Dale took the opening moto checkers with Butler trailing by 10 seconds but moto two followed a different script with Rodgers taking the early lead followed by Nielsen and Butler. Dale was a distant fourth on the laps but soon pressured Butler for third. Dale moved past Butler and Nielsen quickly as the race neared halfway and Rodgers slipped from the pace with mechanical problems.

Butler kept the pressure on Nielsen and picked up second place at the finish. Butler earned the second place purse money and Nielsen picked up third.

Yamaha rider Marvin Olson and Maico-mounted Jim Beltinck dueled in the Old Timers Masters race. Olson keyed the starts better but Beltinck hounded the Yamaha rider in moto one and took the lead away as Bob Millner placed his Yamaha in third at the flag.

Moto two's start featured the same scenario except Beltinck wasted little time in taking the lead away from Olson and powering his new Wheelsmith 490 to the checkers. Olson finished second for the day and Millner was third.

Results

OPEN PRO: 1. Tony DiStefano (Hus); 2. Kevin Davis (Mai); 3. Dale Lewis (Mai).
250cc PRO: 1. Robert Reisinger (Kaw); 2. Andy Guth (Yam); 3. Chris Howard (Mai).
125cc PRO: 1. Craig Dale (Hon); 2. Vaun Butler (Yam); 3. Rik Nielsen (Yam).
OT MASTERS: 1. Jim Beltnick (Mai); 2. Marvin Olson (Yam); 3. Bob Millner (Yam).
OT EX: 1. Dick Frampton (Mai); 2. George Spearing (Hus); 3. Bob Crandall (Mai).
OT AM: 1. Asker Larnkjaer (Suz); 2. Al Satterla (Mai); 3. Gabe Gutierez (Hus).
OT NOV: 1. Bob Alloy (Yam); 2. Larry Escamilla (Hon); 3. Raymond Montoya (Yam).
OPEN INT: 1. Doug McKee (Mai); 2. Doug Hayes (Yam); 3. Harold Johnson (Suz).
250cc INT: 1. Gary Laplant (Kaw); 2. Brice Worden (Yam); 3. Dave Harris (Mai).
125cc INT: 1. Charles Williams (Suz); 2. Dave Fontes (Yam); 3. Howard Loyd (Suz).
OPEN NOV: 1. Ken Kopecky (Mai); 2. Larry White (Suz); 3. Larry Bird (Kaw).
250cc NOV: 1. Chris Cole (Yam); 2. Thomas Eiman (Hon); 3. Chris Farrow (Yam).
125cc NOV: 1. Bob Reinking (Yam); 2. Matt Alloy (Yam); 3. Vint Butler (Yam).
OPEN BEG: 1. Mark Smith (Yam); 2. Mike Melton (Mai); 3. Howard Hath (Yam).
250 BEG: 1. Steve Knuever (C-A); 2. Rick Levy (Hon); 3. C.J. Hunt (Yam).
125cc BEG: 1. Joel Johns (Yam); 2. Jon Haddad (Yam); 3. Greg Farris (Yam).
MINI BEG: 1. Joe Clancy (Yam); 2. Anthony French (Yam); 3. Robie Dale (Suz).
VETS: 1. Lynn McGraw (Yam); 2. Jeff Mathews (Yam); 3. John White (Hus).

Arlington scores at Corona HSMX

By Ron Lawson

CORONA, CA, JAN. 9

Arlington High launched 1981 with a surprise win at Corona against the usually dominant forces of North. In the past Arlington has usually suffered from an undersized team, although their riders have always been top rate. But last week they had enough riders and enough high placings to score the best point total of the night.

Mark Milan took both motos of the 175cc Novice class for Arlington over Mater Dei's Chris Allec (Yam) and fellow Arlington rider Mark Decker (Yam). Decker came back to top the 125cc Novice class with a pair of seconds. In the first moto he followed Mater Dei's Allec once more and then was behind Poly's Dave Radford for the second round. Arlington also topped the combined 100cc class where Glen Clark (Yam) picked up 20 points for two moto wins.

North High, as always, was in close contention for the win. In fact, North was only six points behind Arlington in the final totals. But North's only overall win came from Gary Dent in the Mini Intermediate class. Arlington's Steve Stewart took the first moto but DNF the second. Scott Mapes of North was second overall.

Andy Northrup was once again king of the unattached Pros. As usual he ran away with the 250cc class, but this time he crashed on the first lap to make things interesting. That left Pat Weber (Yam) to deal with Mike Edson (Yam) while Northrup had to make up time. Edson managed to get by Weber several times only to have Weber regain his lead immediately. Fred Conover (Kaw) threw himself into the battle after a few laps and even managed to pass Edson, but then he went down in the same spot that claimed Northrup on the first lap. As the race came into the final laps Northrup had caught up to the leaders and was applying heavy pressure. First he got around Edson, then as he passed Weber, they got a little too close and Weber wound up on the ground. Northrup cruised in for the win over Edson and Steven Schilling (Yam).

The next moto didn't hold quite as much excitement. Northrup jumped into the lead and Edson remained in second all the way to the checkered flag. Overall it was Northrup, Edson and Schilling.

In the 125cc Pro class, Craig Dale (Hon) was returning to his winning ways. He got off to a slow start, but was soon in the lead of both motos. The battle for second was between Warren Bell (Suz) and Jack Scott (Yam). Scott went 2-3 for the money while Bell went home with third after his 4-2 showing.

Results

MINI BEG: 1. John Cameron (Kaw); 2. Rick Caro (Kaw); 3. Pat Beckley (Suz).
MINI BEG: 1. Tim Nash (Yam); 2. Shawn Davidson (Yam); 3. Todd Cameron (Kaw).
MINI NOV: 1. Jerry Reyes (Kaw); 2. John Stroud (Suz); 3. Travis Robertson (Suz).
MINI INT: 1. Steve Stewart (Yam); 2. John Gersies (Kaw).
125 BEG: 1. Greg Groone (Yam); 2. Scott Yenzer (Hon); 3. Gary Thompson (Yam).
125 BEG: 1. Joel Johns (Yam); 2. Michael Marshal; 3. Ed Warren (Yam).
125 NOV: 1. Jerry Forde (Yam); 2. Con Berner (Yam); 3. Tom Wilson (Yam).
125 INT: 1. Rino Navera (Yam); 2. Vince McMahon (Yam); 3. John Grigsby (Yam).
125 PRO: 1. Craig Dale (Hon); 2. Jack Scott (Yam); 3. Warren Bell (Suz).
250 BEG: 1. Who Me Sneiderwine (Kaw); 2. Jim Vermillion (Yam); 3. Keith Beck (Yam).
250 NOV: 1. Darrin Yenzer (Hon); 2. Bill Scott (Yam); 3. Ed Reyes (Kaw).
250 INT: 1. Tom Hodgin (Suz); 2. Rick Vanderham (Yam); 3. George Wehrman (Yam).
250 PRO: 1. Andy Northrup (Hon); 2. Mike Edson (Yam); 3. Steven Schilling (Yam).
OPEN BEG: 1. Randy Lester (Kaw); 2. Ron Adams (Yam); 3. Willie Nash (Yam).
OPEN NOV: 1. Dean Wilkingson (Yam); 2. Mike Sewten (Yam); 3. Doug Clarkson (Yam).
HIGH SCHOOL
MINI NOV: 1. Eric Striepeke (Kaw); 2. Ron Donley (Yam); 3. Bill Click (Kaw).
MINI INT: 1. Gary Dent (Yam); 2. Scott Mapes (Kaw); 3. Steve Stewart (Yam).
100 NOV: 1. Glen Clark (Yam); 2. Arthur Duarte (Yam); 3. Darrin Dickley (Yam).
125 NOV: 1. Mark Decker (Yam); 2. Billy Nielsen (Yam); 3. Dave Radford (Kaw).
125 SR: 1. Vince McMahon (Yam); 2. Nate Rauba (Suz); 3. Mark Milam (Yam).
175 NOV: 1. Mark Milam (Yam); 2. Chris Allec (Yam); 3. Mark Decker (Yam).
175 INT: 1. Vince McMahon (Yam); 2. Tim Greenstreet (Suz); 3. Mike Mahan (Kaw).
250 INT: 1. George Fishback (Yam); 2. Brandon Sneiderwine (Kaw); 3. James Conti (Hon).

Sanchez smokes Old Timers '81 opener

By Bob Alloy

VALENCIA, CA, JAN. 4

There was a turnout of 53 Old Timers for our first MX of 1981, and those red jerseys looked beautiful after a much-too-long month of being away from all the excitement and fun of MXing. The track was well prepared by California Racing Club and the action took place on the International track.

Master Tom Widick grabbed the holeshot in moto one to begin the action. Tom had everything going his way and kept command to take the win. Bob Millner and his new 465 Yamaha was at the checkered for second place.

Dan Sanchez, recently promoted into Masters, showed us how very comfortable he is in his new class. He took the lead in moto two and expertly maintained this status right to the finishing line. Bob Millner, another recent graduate, moved right in to that winning second place position.

Dick Frampton of the Expert division put his Maico into the right place at the right time for first in the first moto. Cal Browning found a smooth line out there on that rough track and came in with a well deserved second place. Dick Mosley, our new president, knows his way around a sandy and tricky track and did so with a nice third. Gerald Hutchinson crossed the checkered in fourth and Chuck Nation was fifth.

The second moto saw some good action by Bob Crandall, who took the lead and nine laps later was there in that number one position. Browning, being the consistent winner he is, proved to be so again with another second place. Mosley also repeated his first performance with another third place victory. Frampton was in with fourth and Buzz Moeller was there to cross the line in fifth place.

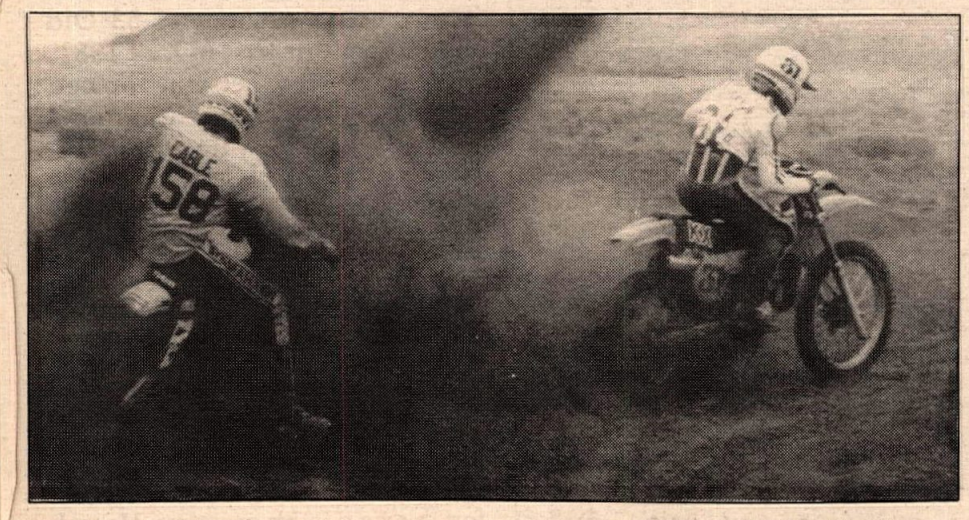
Amateur Jim Cooke was really out there with beautiful leads in both motos. However, Asker Larnkjaer wasn't accepting this situation at all. In the first moto Asker took the lead on lap five and in moto two he took over on lap four for the overall win.

Novice Dal Calais started the new year off with lots of action. His 125 Yamaha ran away from all those 250s and 400s and took both first place wins. Also doing all the right things was Ray Montoya as he took second place wins in both motos. Third place winner in the first moto was Bob Alloy. In moto two, Jim Gates followed Montoya in for a nice third place victory. Larry Calderon was fourth and following Larry was Alloy. ●

Results

MASTERS: 1. Dan Sanchez (C-A); 2. Bob Millner (Yam); 3. Tom Widick (Yam).
EXPERTS: 1. Cal Browning (C-A); 2. Dick Frampton (Mai); 3. Dick Mosley (Yam).
AMATEUR: 1. Asker Larnkjear (Suz); 2. Don Hobson (Suz); 3. Jim Cooke (Hon).
NOVICE: 1. Dal Calais (Yam); 2. Ray Montoya (Yam); 3. Bob Alloy (Yam).

NORTHERN DEADLINE



(Top) Looks like it's going to be one of those days for Lyle Babi at Madera. (Above) Bruce Jackman takes an opportunity to roost Craig Cable.

Klida and Curtis quickest at Golden State Madera MX

By Jerry Parsons

MADERA, CA, JAN. 10

Lake Madera hosted the second round of the DG Golden State Series with nearly 500 Amateur riders showing up to test their skills on the one-time-a-year course.

James Klida (Yam) proved that consistency and speed could put him on top of the 125cc Junior Divison 3 class. As the pack got underway, Dean Davis jumped onto an early lead and had no intention of letting it go. Klida and Bryan Curtis both shot hard at Davis' tail trying to overtake him.

Soon, Curtis passed Klida and was looking down Davis' neck. Within the next lap, Davis also had fallen victim to Curtis' rampaging charge. Curtis began to pull an overwhelming lead while Davis and Klida fought for second. Robin Galvez (Suz) was hotly working his way through the pack as he moved by both Davis and Klida for second. Klida also moved up shortly and had third spot nailed down. Curtis took first followed by Galvez and Klida.

As the pack shot out of the gate for the second time, Roger Guzman rose to the head of the pack with only one thought on his mind. The motos had been cut to four laps due to lack of time and the riders were tapped out looking for the checkered. Klida and Todd Job (Hon) were both taking every chance they could to pass Guzman.

Guzman ran hard for most of the race till lap three when he began to fade. Soon Klida was running first with Job following in second. Galvez pulled a repeat of his first moto pass streak and moved from fourth to second. Klida took first giving him first overall for the day. Galvez finished second and Job brought home third.

The 125cc Intermediate Division 1 group picked up the pace a bit with Gary Curtis (Suz) taking top honors. Bruce Jackman (Kaw) started the day out right by snagging an early moto lead. David Holmes (Kaw) and Curtis both put out everything they had to keep up with Jackman's lead.

Troy Barazoto was working frantically through the pack after suffering a mid-pack start. Barazoto quickly moved past Curtis and then on to get by Holmes. Barazoto fought hard to make up the distance between him and Jackman, making up lots of ground until the last lap when he went down letting Curtis take over second spot. Gary Bowman pulled in to finish third with Jackman the wire-to-wire victor.

In the shortened laps of the second moto, Curtis shot away from the pack hoping to steal the limelight. Bowman and Jackman rode all out on Curtis' tail, knowing they had little time to pass. Craig Cable (Yam) soon got into the action and moved by Jackman for third. It was an all-out sprint for the finish, but places remained the same with Curtis taking the win, Bowman and Cable taking second and third.

Clinton Maples (Yam) changed the pace of the race by putting the power of his 250 down to take back-to-back wins in the 250cc Junior Division 3 class. Mike Powell, Jimmy LaMaack (Kaw) and Gerry Johnson put an early lead on the rest of the pack as they charged hard through the opening lap.

LaMaack soon took command as Maples moved through the pack and into second. Maples was quick to keep his charge going and moved by LaMaack for the lead. Soon, Phil Stiekierke (Yam) made his way into the frontrunners and took third position. Maples held on to his lead to take the moto victory. LaMaack took second and Stiekierke took third.

The short second moto proved interesting as Jeff Brooks shot out into an early lead. Jim Bob Edwards and Maples both jumped on Brooks' tail knowing they had little time to make a move. Stiekierke jammed in for some fast action as he passed both Maples and Edwards for second.

Maples, not happy holding third, took his chances and moved by Stiekierke for second. Keeping the ball rolling, Maples shot by Brooks also, giving him the win and the overall victory. Brooks took second with Stiekierke taking third.

Results

60 JR: 1. M. Pascarella (Yam); 2. Darren Ciolkosz (Yam); 3. T. Martin (Yam).
60 INT: 1. E. Hicks (Yam); 2. S. Brown; 3. M. McCoy (Yam).
50: 1. Pat Healey; 2. Bobby Pascarella (Yam); 3. Rene Valles (Suz).
60 EX: 1. Eddie Hicks (Yam); 2. Mouse McCoy (Yam); 3. Shane Trittler (Yam).
MINI JR 9-11 STOCK: 1. T. Linehan (Yam); 2. S. Stone (Yam); 3. A. King (Kaw).
MINI JR 9-11 MOD: 1. Chris Neal (Yam); 2. Todd Pipes (Suz); 3. A. King (Kaw).
MINI JR 12-16 STOCK: 1. Richie Hovis; 2. Steven Gilbert (Yam); 3. Marty Copper (Suz).
MINI JR 12-16 MOD: 1. P. butler (Suz); 2. M. Debella (Yam); 3. Marty Cooper.
MINI INT 9-11 STOCK: 1. M. McCoy (Yam); 2. E. Hicks (Yam); 3. S. Brown (Suz).
MINI INT 9-11 MOD: 1. E. Hicks (Yam); 2. W. Surratt (Kaw); 3. S. Brown (Suz).
MINI INT 12-16 STOCK 1: 1. Jason Rincen (Kaw); 2. Jason Prater (Yam); 3. Wesley Furrh (Yam).
MINI INT 12-16 2: 1. C. Taylor; 2. R. Brundage; 3. T. Byornestad.
MINI INT 12-16 MOD: 1. Mike Healey (Suz); 2. Jason Rincon (Kaw); 3. Chris Taylor (Kaw).
MINI EX 12-16 STOCK: 1. Troy Blake (Yam); 2. Sam Storer (Kaw); 3. Larry Brooks (Yam).
MINI EX 12-16 MOD: 1. Troy Blake (Yam); 2. Sam Storer (Kaw); 3. Rick Hemme (Suz).
80 INT 9-11 MOD: 1. Eddie Hicks (Yam); 2. Wild Willie (Kaw); 3. Scott Brown (Suz).
100 JR: 1. Frank Ciolkosz (Suz); 2. S. Hill (Yam); 3. B. Brooks (Yam).
100 INT: 1. Zoli Meszanos; 2. Pat Imperatrice (Yam); 3. Dennis Cantrel.
125 JR DIV 1: 1. Gary Clark (Yam); 2. Ron Varela (Suz); 3. Mike Moore (Yam).
125 JR DIV 2: 1. Nick Siler (Yam); 2. Mercedes Gonzalez (Yam); 3. K. Madox (Yam).
125 JR DIV 3: 1. James Klida (Yam); 2. Robin Galvez (Suz); 3. Todd Job (Hon).
125 INT DIV 1: 1. Gary Curtis (Suz); 2. Gary Bowen; 3. Bruce Jackman (Kaw).
125 INT DIV 2: 1. Mike Lawson (Yam); 2. Harley Hall (Yam); 3. Jack Greenburg (Hon).
125 INT DIV 3: 1. Louie Francio (Yam); 2. Mark Howell (Yam); 3. Mark Nelson (Yam).
250 INT DIV 1: 1. R. Cecrle (Yam); 2. D. Ashcraft (Hus); 3. R. Morales (Yam).
250 JR DIV 2: 1. Bill Haynsworth (Suz); 2. Butch Peick (Kaw); 3. Wayne Hammond (Yam).
250 JR DIV 3: 1. C. Maples (Yam); 2. P. Stiekierke (Yam); 3. J. LaMaack (Kaw).
250 INT DIV 2: 1. Mike Muldon (Yam); 2. R. Baumgartner (Kaw); 3. E. Shimmon (Yam).
OPEN JR DIV 1: 1. Peter Harrison (Yam); 2. Kenny Noland (Yam); 3. Bob White (Mai).
OPEN JR DIV 2: 1. Tony Patterson (Kaw); 2. Ronnie Lewis (Yam); 3. Jim Hurkman (Yam).
OPEN INT DIV 1: 1. Bob Kerz (Yam); 2. Mike Kell (Mai); 3. Terry DeKay (Mai).
OPEN INT DIV 2: 1. B. Skhoreen (Mai); 2. R. Morales (Yam); 3. D. Glover (Yam).

Hooper and Hall haul at Clarks Branch MX

By Delbert Longbrake

ROSEBURG, OR, JAN. 4

Larry Hooper and Eric Hall found themselves on the top step of the victory platform at the Clarks Branch motocross today.

Larry placed 1-1 in the 250cc Pro class and 2-1 aboard his DMG Maico in Open Pro. Meanwhile, Camas, Washington's own Eric Hall placed 1-1 in the 125cc Pro class aboard his LOP Yamaha.

It hadn't rained in Oregeon for at least a week before this race at Clarks Branch and it was a rare occasion indeed to ride on a dry track right in the middle of an Oregon winter.

Five 125cc Pros started 30 seconds ahead of the two Open Pros and at the first turn it was Rod Keller leading Eric Hall and Jim Wiant. As the gate dropped for the Open class, Larry Hooper pulled ahead of Eureka, CA rider Rod Nordstrom. Keller led Hall for four laps, but a half lap later, he slid out in a fast sweeper and Hall went by as well as third-place rider Wiant. Keller remounted, caught and repassed Wiant for second place.

In the Open class, Hooper had pulled a fair lead over Nordstrom, but on the back part of the track, Larry stopped when his cylinder head came loose. Just before Larry headed for the pits, Rod came alongside and even stopped to see what was wrong! Larry tightened his cylinder and came back out, losing a lap, to place second.

In the second 125cc moto, first, second and third place never changed throughout the entire race as Hall claimed first, Keller dibbed second and Carey Lund held third. Rick Smith pulled around Wiant for fourth on lap five and the order was set.

In the Open class, Hooper once again pulled ahead of Nordstrom and began catching up to the 125s. Larry worked his way past Wiant and Smith, but on a downhill jump, his Maico's footpeg broke off and he had to ride the remaining third of the moto with his left foot resting on the side case!

The 250cc Pros looked nervous as they got ready for their moto. All the riders made several test starts, but Medford Maico rider Ray Price went so far as to roost dirt all over the ambulance crew. The next time Price started, he again roosted dirt, but this time it was all over the other 250cc Pros as he pulled into the lead just ahead of Steve Williams. Larry Hooper was in third ahead of Mark Mattheisen and Gary Rost.

About halfway through the moto, Hooper pulled his Yamaha around Williams and started after Price. Price and Hooper are friends and have been racing each other for many years, but every time Ray and Larry race, Larry seems to come out on top. This time, however, things were going to be different. Ray was beating Larry fair and square, and the race came down to the last corner of the last lap and, in fact, the checkered flag was easily in Ray's view. But the old curse again struck and with only 100 feet to go to the flag, Ray's Maico sheared the sprocket right off the hub and Larry went by for first place. Ray pushed across for second.

In the second 250cc moto, Ray borrowed the rear wheel off Larry's 450 Maico and the 250cc class was underway with Williams pulling ahead of Hooper and Price off the start. Three laps later, Hooper went around Williams for first and five laps after that, Price also went around, moving Williams to third.

Later in the pits, someone mentioned how "weird" it was that Larry's footpeg broke off. Price overheard this comment and exclaimed, "Weird, look at that!" pointing to his sprocket, "That's weird!"

Results

OPEN PRO: 1. Larry Hooper (Mai); 2. Rod Nordstrom (Yam).
250 PRO: 1. Larry Hooper (Yam); 2. Ray Price (Mai); 3. Steve Williams (Yam).
125 PRO: 1. Eric Hall (Yam); 2. Rod Keller (Suz); 3. Jim Wiant (Yam).
MIDGET: 1. Ryan Huffman (Suz).
PEE WEE: 1. Jeff Daily (Yam); 2. Fred Nordstrom (Yam); 3. Jason Jansen (Yam).
MINI BEG: 1. Matthew Ramey (Yam); 2. Todd Krenik (Kaw); 3. Greg Widen (Yam).
MINI JR: 1. Mike Narkiewicz (Suz); 2. Tony Guido (Suz); 3. Greg Griffin (Kaw).
MINI INT: 1. Billy Boresek; 2. Greg Holmberg (Suz).
100 JR: 1. Charlie Byrd (Yam).
POWDER PUFF: 1. Becky Roberts (Suz).
125 JR: 1. Ted Perreard (Suz); 2. Tim Cooper (Hon); 3. Larry Brown (Suz).
125 INT: 1. Loch Names (Yam); 2. Terry Baker (Yam); 3. Stan Roberts (Suz).
250 JR: 1. Clayton Grier (Yam); 2. Steve Hensler (Yam); 3. Steve Converse (Suz).
250 INT: 1. Lindsay Wurn (Yam); 2. Mike Smothers (Suz).
OPEN JR: 1. Delbert Longbrake (Hus); 2. Fred Pariani (KTM); 3. Mike James (Hus).
OPEN INT: 1. Jeff Jordan (Yam); 2. Skeet Hise (Yam); 3. Greg Wiley (Suz).
OLD TIMERS: 1. Bill Row (Yam); 2. John Broadwater (Yam); 3. Fred Pariani (KTM).

NORTHERN DATELINE

Eugene MX wins to Williams and Church

By Suanne Light
EUGENE, OR, JAN. 11

On hand for an excellent MX program in today's especially sunny, fine track conditions were 110 riders. After the morning fog cleared, we were treated to a rare appearance of Oregon sun, even though the Willamette valley temperatures were a chilly 32 degrees.

The 250cc Pros and Intermediates were the first ones to go out into the fog and Steve Williams (Herb's/Yam support) took immediate control. Within a lap, he had a quarter-lap lead over Intermediate Linsay Wurn (Yam). Wurn led a large train of riders to take the Intermediate win as Williams totally lapped the field.

Moto two had Williams again take the holeshot and run away from the others. The real battle was for second between Ben Grable (KTM) and Pro Kelly Whelchel (Hon). Whelchel DNF moto one, but was out to get Williams and he had a large group of hot Intermediates to deal with. Whelchel was soon reeled in by Dean Troglin (KTM) and Wurn, though. Williams again began to lap the others while Whelchel crashed trying to make up lost time. Williams took the win with a double moto blitz as did Wurn.

In 125cc Pro action, "Radical" Rod Keller (Eugene Suz) took the lead after a gate malfunction let half of the large field out of the gate. Roy Davis (Davis Discount/Yam) was close behind while Wayne Church (Yam), Cary Lund (Roseburg Hon) and Clay "Crash" Light (LOP/Vancover Suz) pulled behind them. Davis and Keller began to dice and didn't realize that Church was creeping up on the duo.

On the next lap, it was Church taking the lead as Davis and Keller followed. Taking the win was Church with Davis, Keller, White, Lund and Light following the speeding ace.

Second time out, Davis took the lead and held it all the way with his only challenge coming from Church who got off to a bad start only to challenge Davis on lap three. Lund was having a dice with Joe Spangler (Eugene Yam) while Kevin White (Yam) moved from last to fourth after Light dropped back with a tender wrist. Davis took the win as Church, White, Lund, Spangler, Light and Jim Wiant (Yam) followed them in.

In 125cc Intermediate action, "Terrible" Terry Baker proved his nickname a fluke as he went totally "berserk," demolishing his rivals with a 1-1 tally over Loch Names' (Yam) 2-2 and Dwayne Taylor's (Hon) 3-3. Baker looked superb and should move up to the Pro ranks real soon.

Mark Esterberg made an attempt in the 125cc class also, but couldn't match his usual performance, going 5-5 in his first 125cc ride, although he did manage to go to a perfect 1-1 in Open Intermediate racing. His only competition came from Skeet Hise (Yam) until Hise moved out looking like the Skeeter of old. Hise took a 1-1 in Open Pro after a year off due to some knee surgery.

Results

PEE WEE: 1. Darren Davis (Yam); 2. Jeff Daily (Yam); 3. Jimmy Row (Yam).
MINI NOV: 1. Randy Weinz (Hon); 2. Shawn Correll (Yam); 3. Ken Ridgley (Yam).
MINI INT: 1. Billy Borsek (Yam); 2. Grady Troglin (Yam); 3. Darin Flemming (Suz).
100 NOV: 1. Dave Carlile (Yam); 2. Lonnie Sherman (Yam); 3. Kevin Panenk (Yam).
100 INT: 1. Rick Gunderson (Suz).
125 NOV: 1. Jody Jamison (Kaw); 2. David Telford (Yam); 3. Tim Cooper (Hon).
125 INT: 1. Terry Baker (Yam); 2. Loch Names (Yam); 3. Dwayne Taylor (Hon).
125 PRO: 1. Wayne Church (Yam); 2. Roy Davis (Yam); 3. Kevin White (Yam).
250 NOV: 1. Dan Sweeney (Hon); 2. Steve Speece (Hus); 3. Mike Hill (Hon).
250 INT: 1. Linsey Wurn (Yam); 2. Bill Row (Yam); 3. Dean Troglin (KTM).
250 PRO: 1. Steve Williams (Yam); 2. Kelly Whelchel (Mon).
OPEN NOV: 1. Jim Eppler (Yam); 2. Derrik Louring (Yam); 3. Allen O'Brien (Yam).
OPEN INT: 1. Mark Esterberg (Yam); 2. Randy Simpson (Yam); 3. David Stermere (Yam).
OPEN PRO: 1. Skeet Hise (Yam).
30-40: 1. Lennie Riedinger (Yam); 2. Bill Row (Yam); 3. John English (Yam).

Grossi, McConn, Silhanek cool 'em at ZAP Fremont MX

By Bill Spencer
FREMONT, CA, DEC. 28

With the end of the year in sight and the Golden State Series just around the corner, it was tune-up time for a lot of racers at Fremont Raceway's ZAP motocross. Billy Grossi, complete with pit man (brother Bob), rode his Moore & Sons Husky to the easy Open Pro win with Shawn McConn doing the same for Palo Alto Yamaha in 250cc Pro. Allen Silhanek proved the consistent winner in 125cc Pro for Yamaha of Salinas.

Old Timers and Vets got the first shot at the track under sunny and warm Santa Clara valley skies and Intermediate rider Jim Auvinen beat out the Experts for the overall with lots of troops looking for proper positions.

Bill Grossi signed on with Husky for the 1981 season and looks good for the Open class National series when it starts, along with Supercross races. And, having his famous brother Bob around makes for quite a team. Beau Magly took the second spot for Yamaha with a 2-3 score over Donnie Hawkins, 4-2.

Brian Otto continued his 250cc Intermediate scoring spree with little opposition, winning both motos over Scott Fendorf and Mike Randal.

Shawn McConn appeared to be pretty much undaunted in the 250cc Pro class, working to the front of the pack early and leaving the crowd. Beau Magly was again the runner-up in both motos while Pete Langley scored third overall with a 7-3 over Greg Muscatel (8-4) and Ron DiBasilio (9-6).

Good battling in 125cc Intermediate left Ken Mano the winner on an RM with a pair of ones. Scott Fendorf and Troy Barasoto traded spots throughout the second moto with YZ rider Barasoto taking second overall with a 3-2 count, just the opposite of Fendorf.

Jon Nelson had the first 250cc Novice moto wired, but got a terrible start in the second round to wind up seventh and a fourth overall. Brad Dietrich won the class with a 4-1 count over Alex Chellew (3-3) and Gary Razano with a 2-5 and third overall.

Moto-X Fox rider Mike Preston and Yamaha ace Allen Silhanek did the hammer and tongs bit in the 125cc Pro race. Preston and the Jorgy's Suzuki took the win in the first round with the Yamaha of Salinas machine right behind. In the second bash, Silhanek was chasing on his brand new liquid-cooled yellow screamer when Preston slowed noticeably through one corner and that's all the YZ rider needed. He was long gone while Preston rode the remainder of the event with a missing part, no brakes and a flat. Matt Elkins took third with a 3-4 score over Paul Duchsher and Pete Langley.

Results

OT: 1. James Auveinen (Suz); 2. D. Baker (Yam).
VET: 1. Scott Davis (Mai); 2. Mike Yarn (Suz); 3. B. Bowers (Hus).
OPEN PRO: 1. Billy Grossi (Hus); 2. Beau Magley (Yam); 3. Donnie Hawkins (Yam).
250 INT: 1. Brian Otto (Yam); 2. Scott Fendorf (Yam); 3. Mike Randal (Yam).
250 PRO: 1. Shawn McConn (Yam); 2. Beau Magley (Yam); 3. Pete Langley (Yam).
OPEN INT: 1. Chuck Cochran (Yam); 2. Todd Graybehl (Yam).
125 INT: 1. K. Mano (Suz); 2. Troy Barasoto (Yam); 3. Scott Fendorf (Suz).
250 NOV: 1. B. Dietrich (Hus); 2. Alex Chellew (Yam); 3. G. Razano (Hon).
100 SPTSMN: 1. MIke Hernandez (Yam); 2. Mike Lofano (Suz).
125 PRO: 1. Allen Silhanek (Yam); 2. Mike Preston (Suz); 3. Matt Elkins (Yam).
OPEN NOV: 1. Kid Adams (Yam); 2. B. Bowers (Hus); 3. M. Darr (Yam).
MINI EX/JR: 1. Tony Flores (Yam); 2. Scott Cummings (Yam).
MINI NOV: 1. Steve Gilbert (Yam); 2. M. Cooper (Suz); 3. Todd Donaldson (Yam).
125 NOV DIV I: 1. H. Muscatel (Suz); 2. K. Bergeson (Hon); 3. Frank Szazy (Suz).
125 NOV DIV II: 1. D. Dunham (Suz); 2. G. Chiappe (Kaw); 3. D. Sell (Yam).
MINI 9-11: 1. Mike Young (Yam); 2. Scott Hunter (Yam); 3. Steve Stone (Yam).
PEE WEE: 1. A. Hunter (Yam); 2. J. Williams (Yam).

Worden and Gardner winners of Jackson Creek Road Race

By Delbert Longbrake
JACKSONVILLE, OR, JAN. 1

Gary Worden and Clark Gardner started 1981 off the way all motorcycle racers would like to start the new year. The two riders won the first event of the year, taking overall honors at the second running of the Great First Annual Jackson Creek Road Race on New Year's day.

The Jackson Creek Road Race is not your everyday run-of-the-mill road race. The course is a two-mile uphill section of granite road which travels up along the canyon walls of Jackson Creek. The road is narrow and the only link between a parking area on one end and a huge riding area on the other. There is a two-way traffic on the road 364 days a year and no matter how inviting the granite road looks, most riders restrain their urges to go racing up to the top.

But fear not, for on one day a year, the road is graded and blocked on both ends, and the riders get their chance to go as fast as they want with a clear conscience. But anyone can go reasonably fast uphill, all one has to do is hold the throttle on. So, once the riders make their uphill run, they then must turn around and coast down the road to the bottom, dead engine, or "dead stick" as the locals call it. All the time the riders are racing against the clock for the prestigious titles of fastest uphill, fastest downhill and fastest overall as well as fastest in the respective classes.

The road had been graded and groomed for the event and the moist granite offered traction that most motorcycle tires will never experience. There were 60 riders present and chomping at the bit waiting their turn to ride the road.

Last year's uphill champion, Clark Gardner, was present and ready to defend his title. The incumbent downhill champion, Brian Peterson, was also on hand as well as reigning overall champ Louie Booth. One entrant from last year's event was not present, however. The Mt. St. Helens downhill champion didn't make it to this year's event and we can only hope that the reason for his absence was a hangover.

Riders started leaving the start at 20-second intervals. Gardner turned in an uphill time of two minutes and 29 seconds, beating his winning time last year by 12 full seconds, due in part to the excellent condition of the road. There were two riders who were knocking on Gardner's door, though. Only one second behind Clark were Ray Price, who was on a 250, and Tony Speck who rode a 465 Yamaha.

As the old saying goes, whatever goes up must come down and at the Great Jackson Creek Road Race this was no exception. The rules for coming down the road were simple. The rider could push, pull, or carry his machine down the hill if he wanted, he just could not start the engine.

The downhill runs made or broke the riders' overall times and this was where the riders put all their efforts. Gardner had installed new wheel bearings in his KTM so that it would roll more freely, Booth had "greased everything up," and Peterson talked as though he had done some extensive study on the art of coasting! Everyone had their own little secrets on how to coast faster than the next guy. Most everyone took off their chains, except for local Maico rider Joe Stagg who boiled his chain in Pennzoil two-stroke oil before the event. Many riders pumped up their tires so they would roll easier.

Last year, several styles of coasting were introduced on the downhill runs, including the bounce-up-and-down method; the rock-back-and-forth method; the down-on-the-tank, hand-on-the-fork-tube style; and the tried and true knee-out, tucked-in, Kenny Roberts style. This year, the Bonneville speed record technique was introduced by a rider who laid flat down on his scoot, with his legs pointing straight out behind him.

Last year's downhill champ, Brian Peterson, coasted down the hill in four minutes and 22 seconds, the same time he won with last year. But this year it wasn't good enough because two riders beat his time. Joe Stagg coasted his Maico down the hill four seconds faster than Brian (Pennzoil two-stroke oil will be very popular next year). The other rider to beat Brian, and Joe, was Gary Worden and in doing so he became the new downhill champion. Gary, using the Kenny Roberts method, cruised down the hill in the speedy time of four minutes and 15 seconds. Gary's fantastic downhill time and very respectable uphill time also earned him the title of overall champion with his time of six minutes and 50 seconds, 16 seconds faster than last year's winning time.

Gary dethroned two riders becoming the overall and downhill champion for 1981. He also won first place in the Open class. Clark Gardner defended his fastest uphill crown for another year and he is still the fastest rider up the Jackson Creek Road.

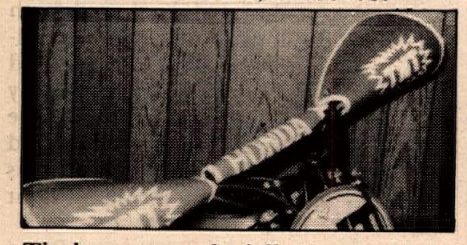
After several grudge races, the road was again opened up to two-way traffic, but fear not, for there are only 364 more days until the third running of the Great First Annual Jackson Creek Road Race! ●

Results

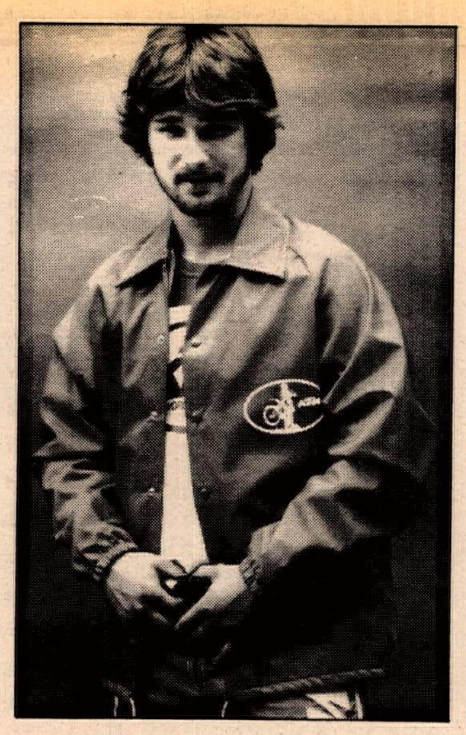
FASTEST UPHILL: Clark Gardner (2:29).
FASTEST DOWNHILL: Gary Worden (4:15).
FASTEST OVERALL: Gary Worden (6:50).
125: 1. Dave Riant (7:06); 2. Ted Perreard (7:32).
200: 1. Mike Milligan (7:31); 2. Ron Maddox (7:35).
250: 1. Louie Booth (6:55); 2. Dave Cossette (7:02); 3. Ray Price (7:03).
OPEN: 1. Gary Worden (6:50); 2. Joe Stagg (6:54); 3. Clark Gardner (7:02).
MINI: 1. Shon Hart (8:13); 2. Randy Miles (8:23).
FOUR-STROKE: Brian Peterson (6:59).
PRE-1975: 1. John Lawton (7:12); 2. Fred Pariani (7:21).

NEW PRODUCTS

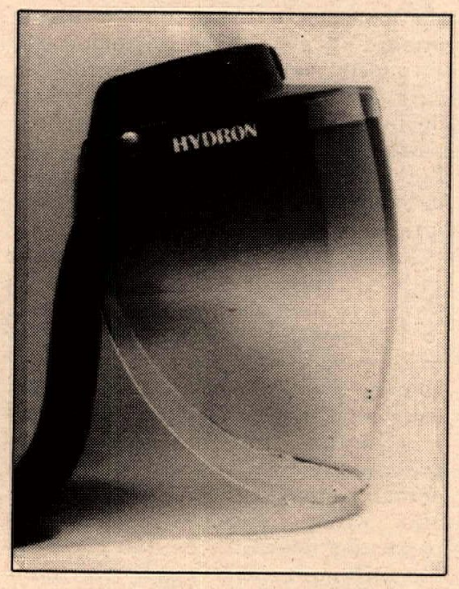
Give the rear fender of your XR Honda or IT Yamaha an uplift with these replacement fender bags from Chase Harper. Both bags are constructed of tough, water-resistant 11 oz. Cordura, and maintain original shape while offering increased capacity (about 200 cubic inches). Other features include two-way nylon zippers, gripper strip fasteners, rain flap and inside cargo strap. Bags are easily installed using the original plastic bases of the XR and IT bags, and all fasteners are supplied. The IT model comes in blue/black, the XR model in red/black, and other colors are available upon request. Contact Chase Harper Co., Dept. CN, 1830 North Jameson Lane, Santa Barbara, CA 93108.



Tis the season to be jolly, but you can't really be jolly if your hands are muddy, wet and cold. However, you can remedy the problem with a pair of Mudmuckers handguards. Mudmuckers do just what their name implies -- they keep mud and muck off your hands, grips and throttle. They are reinforced to keep from collapsing. There are plenty of color and team logo combinations available in either nylon or naugahyde for only $14.94 plus crossbar pads to match. Write TNT, Dept. CN, 529 Boone Ave., Strabane, PA 15363 for information.

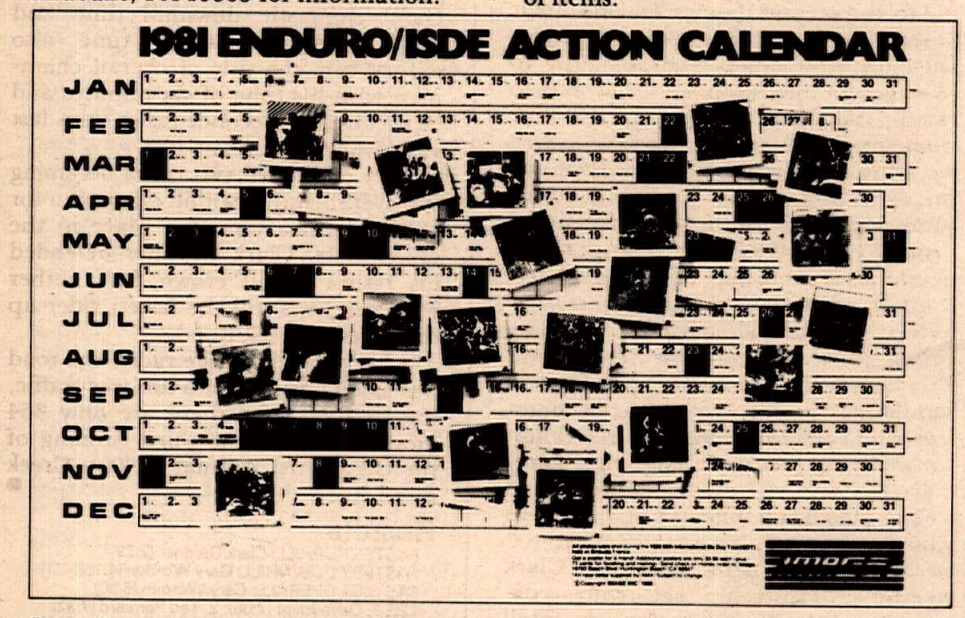


The KTM Klothes line -- notice the catchy spelling of clothes -- has just the jacket for you. Their nylon jacket has a cotton lining and features the KTM action logo on the front. The jacket is available in adult sizes in navy, blue or red. See your KTM dealer.



Looking for a new face shield? Try a National Hydron Flip Shield. The improved shields feature a new ratchet device that allows positive locking in any position from full down to full flip. The Model 500 comes in two styles, the X Series with Anti-Scratch coating and the H Series with Anti-Fog coating. Both are available in clear, yellow and Gradient Tint. See your MXL/Hydron dealer for the full line of items.

1981 ENDURO/ISDE ACTION CALENDAR



One nifty way to make sure you hit every checkpoint on time is to have a copy of the 1981 Enduro/ISDE (ISDT) Action Calendar. The calendar is highlighted with photos from this year's ISDT and carries dates for the 1981 Qualifier Series and National Championship Enduro Series plus some relatively unknown holidays celebrated by off-road riders everywhere. This wall covering will set you back $5.95 plus 75¢ for a postman-proof mailing tube. Send your check or money order to Image Inc., 16783 Beach Blvd., Huntington Beach, CA 92647.

Overall advantage.

Boots, Bells, and everything in between, your Kawasaki dealer has all the right gear for street, motocross and enduros, including the new blue Team K enduro outfit. Go look now–we've got you covered!

Kawasaki

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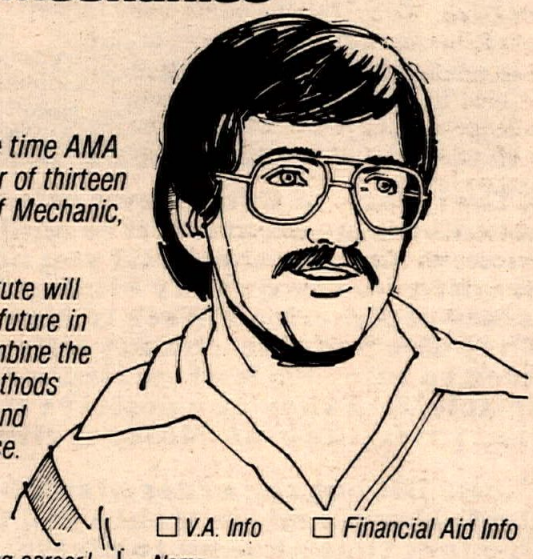

*So says **Keith McCarty**, five time AMA Tuner of the Year and winner of thirteen major title victories as Chief Mechanic, Team Yamaha.*

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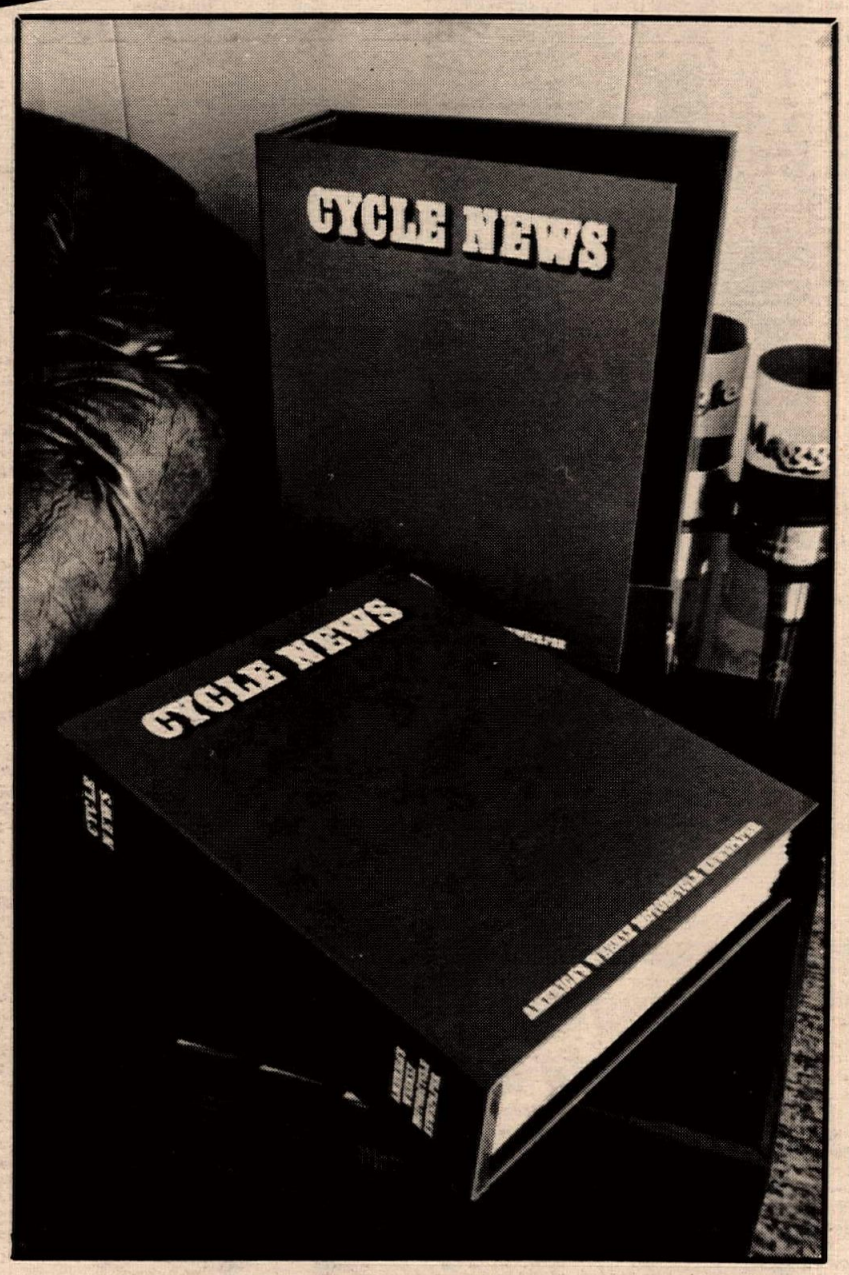
Got the ripped-up, dog-eared, yellow page blues?



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(Continued from page 13)

icy-slick with whoops and berms like unforgiving walls placed there to serve as tank barricades against an attack by the Camp Pendleton Marines just up the coast. It was the best Suzuki had to work with and fortunately, most of the riding skills would be taught in areas laid out away from the race track.

Before riding, everyone checked over the production RM Suzukis provided by the school and the mechanics on hand helped with any particular adjustments needed to fit the bikes to the riders. Each rider would keep the same bike throughout the three-day school and in case of mechanical breakdown, there were always spare bikes available. It was nice not to worry about maintaining the bikes or wearing them out during the course of the school. Suzuki replaces the bikes at the school every six months, selling the used bikes to dealers at a very good price.

After a 15-minute warm-up period on a small practice track, the riding portion of the school gets down to serious business. The first day centers on the very basics of motocross riding — starts and acceleration, then braking on smooth and rough surfaces. Amazing as it might seem, it takes the whole afternoon to teach these basics until everyone is doing them right. Body position is highly important for each technique — sitting up on the tank for maximum weight transfer to the front wheel during smooth braking and stretching back over the rear fender for rough braking. It is difficult to break old habits and it takes a lot of work to get it right.

Each riding lesson usually begins with a discussion by Wayne of the proper techniques required, and why, to do a particular thing like brake the motorcycle over rough ground, coming to a stop at a desired point from high speed. After the discussion and any questions from the students are answered, Wayne will go out and demonstrate on his own bike the right and wrong ways of doing the particular maneuver as Bob discusses the techniques once again, this time with Wayne as the visible example.

Next, it's the students' turn. We were usually put into two lines and sent through the maneuver, one at a time from each of the lines, with either Wayne or Bob calling us aside after each time to discuss with us what we might be doing wrong. It would only be after we all got the "thumbs up" signal each time we went through the particular maneuver that we would move on to the next thing.

On the second day we advanced to cornering, first on smooth ground, then on off-cambers and in berms. We also got into jumping. Only on the third and final day were all the maneuvers spliced together and were we allowed to try things like landing on the front wheel on a downhill jump, applying the brakes and going around an off-camber turn, then accelerating back up a rough uphill.

After each day's lessons, we were allowed about 30 minutes of free riding time on the Carlsbad Grand Prix course. By the third day, I was so saddle sore, weary in my arms and legs, and tired that it was all I could do to make it back to the van and collapse.

The school can take its toll on riders who aren't careful. On the first day, we lost one rider to a sprained elbow when he flipped his bike using too much front brake in his first attempt at the bumping braking technique. The next morning, a student sprained his ankle on the running course. Injuries in the Experts-only classes are also common, so advanced techniques like tackling stadium double jumps were demonstrated by Wayne, but we were not allowed to try them ourselves during the course of the school.

After a long day of riding, we would return to the motel at about 7 p.m. where we would shower and dress for dinner. This was usually the one meal everyone would eat, if only because they were starved after a long, hard day of riding and not having eaten much at lunch and breakfast. The dinners were excellent and were an example of what could be eaten that didn't contain red meat or fried foods. The first night we had baked catfish, the second night barbecued swordfish or shark (we never did find out what it was exactly), finally finishing up with chicken chow mein on the last day. There was always a salad, lots of fruit juice and low-fat milk again, while dessert was limited to some kind of fruit like fresh strawberries or melon.

They weren't finished with us when dinner ended. After leaving the restaurant, we would crawl back into the vans and return to the classroom. This time it was a little more enjoyable as we watched video tapes taken of us riding during that afternoon. Of course, Wayne and Bob pointed out any faults. Afterwards we were treated to motocross movies ranging from highlights of the Superbowl and the Trans-USA Series, to a story on Roger DeCoster and a really nice Suzuki Official School of Motocross film on riding techniques by Danny LaPorte and Mark Blackwell.

It wasn't until 10 p.m. at night that we were finally taken back to the motel where we collapsed in our beds, too exhausted to even watch television. The schedule of full 18-hour days had taken their toll on our bodies. Still, we were left feeling we had only scratched the surface of what we needed to learn. There was so much more.

In fact, the only real complaint by students after completing three days of intensive training at the Suzuki School is that it is just too short. Most would like to see it expanded to at least a five-day school in order to cover everything thoroughly. Wayne explains this would create too much of a logistics problem and that the school is at its capacity with the budget and personnel it has.

The Suzuki Official School Of Motocross is a must for any aspiring young rider contemplating being a serious motocrosser. What they teach you is almost invaluable at any price, while for the $150 they do charge the school is a steal.

The majority of students attending the school had flown in to San Diego from across the United States. And like my roommate Pedro from Mexico, they come from outside the United States as well.

It may take a couple of months after completion of the school for a rider to be fully able to utilize everything that he has been taught, but Wayne guarantees the student they will either move up to the front of their racing class by then, or even move up to the next higher class. Not one student at the completition of the school felt that they wouldn't be able to do so. Two of the students in my class had come back for the second time, feeling the school was so worthwile and had so much to offer him. Suzuki's ISDT and factory enduro riders attend the school on a regular basis to help them sharpen their high-speed riding skills.

If you are interested in attending the school yourself, you can write Suzuki for a schedule of classes and an application form. Remember to send in your application well in advance to assure an opening on the date you want. Write to United States Suzuki, Suzuki Official School of Motocross, 3251 East Imperial Highway, Brea, CA 92621, USA.

RESULTS

1980 Three Track AMA Series Winners Washougal, Mulkey & Mt. View By Jan Newman

250 INT
Gary Boslar
Rick Thom
Mike Nyberg

Motocross Woodland Winter Track Woodland, WA Dec. 20, 1980 By Jan Newman

MINI JR	
Darrell Grey	Suz
Jim Myren	Suz
Rod Normand	Yam
MINI INT	
Shane Cameron	Suz
Jon Niemi	Hon
Rick Celorie	Yam
MINI EX	
Denny Fennell	Yam
Larry Ward	Kaw
100 JR	
Rick Celorie	Yam
Brock Ross	Suz
Robby Hulet	Yam
100 INT	
Mike Hauskins	Yam
125 JR	
Chris Studer	Hon
Joe Wheeler	Yam
Kevin Johnson	Suz
125 INT	
Doug Lange	Kaw
Dan Blasdell	Suz
Mike Chase	Kaw
125 PRO	
Jim Anderson	Yam
Don Gores	Yam
Robb Manning	Hon
250 JR	
Wayne Grey	Suz
Gene Feight	Suz
Rick Johnson	Hon
250 INT	
Kirk Giggers	Hon
Matt Waldron	Kaw
Jeff Howland	Yam
250 PRO	
Kenny New	Kaw
Ted Holt	Suz
Gary Harkleroad	Yam
OPEN JR	
Larry Sause	Hon
Jim Lamkin	Mai
Howard Howe	Suz
30 TO 40 JR	
Ron Hofer	Hon
Gary Backstrom	Yam
Don Cook	Hon
30 TO 40 SR	
Gary Bonds	Hon
Howard Howe	Suz
Ray Fisher	Mai
OT JR	
Chuck Burchinal	Yam
OT SR	
Jim Lamkin	Mai
Clark Moore	Yam
Bill Naylor	Yam

Motocross Woodland Winter Track Woodland, WA Dec. 27, 1980 By Jan Newman

PEE WEE	
Jeff Daily	Yam
Steve Korock	Suz
MINI JR	
Jim Myren	Suz
Corey Evans	
Craig Clark	Yam
MINI INT	
Jon Niemi	Hon
Bob Korock	Suz
MINI EX	
Denny Fennell	Yam
100 JR	
Jack Lowery	Suz
Robby Hulit	Yam
Monte Hill	Yam
125 JR	
Rick Hartley	Suz
Steve Pettit	Yam
125 INT	
Doug Lange	Kaw
Duane Morris	Yam
Rick Bozarth	Suz
125 PRO	
Jim Anderson	Yam
Eric Hall	Yam
Dennis Ostriem	Yam
250 JR	
Rick Johnson	Hon
250 INT	
Duane Morris	Yam
Dave Eakin	Hon
Mike Robison	Yam
250 PRO	
Steve Howland	Yam
OPEN JR	
Howard Howe	Suz
Larry Sause	Hon
Ted Branch	Yam
30 TO 40 JR	
Bill Hall	Suz
30 TO 40 SR	
Howard Howe	Suz
Larry Sause	Hon
Stu Osborne	Yam
OT JR	
Neil Roman	
OT SR	
Eric Burkinshaw	Mai
Jim Newman	Yam

European Hare Scrambles Sand Hill Ranch Brentwood, CA Jan. 4, 1981 By Jeri Hopper

250 EX	
Bob Terwilliger	C-A
Steve Spaano	Mai
OPEN EX	
Phil Douglas	Mai
Wayne Archer	Yam
Ed Marchini	Mai
250 JR	
Dan Whaley	Yam
OPEN JR	
Bill Landers	Mai
Dennis Kritzer	Yam
125 NOV	
David Montgomery	Yam
Jim Lindemann	Yam
Dan Sell	Yam
250 NOV	
Mike Randall	Yam
John Wilson	Yam
Steve Machado	Yam
OPEN NOV	
Allen Loredo	Yam
Chuck Cochson	Yam
Jerry Winkelbauer	Mai
OT NOV	
Douglas Baker	Yam
VET NOV	
Gary McPherson	KTM
Chuck Hamilton	Hus
Jack Barns	Yam
VET JR	
Allan Waters	Mai
Mike Wright	Yam
OT EX	
Jack Lewis	Mai
Mike Heiberger	Mai
Jack Caulambe	Mai
VET EX	
Steve Ferroni	Yam
Terry Sage	Yam
Steve Machado	Yam

Chargers West European Scrambles Beerbottle Pass, NV Dec. 21, 1980 By Wayne Gales

MINI/PP	
1. Kevin Kelly	Suz
2. Kevin Heika	Suz
3. Sean Steel	Yam
4. Scott Hoesch	Suz
5. Vince Nebbia	Suz
6. Ronni Odom	Suz
7. Robbie Purvines	Suz
8. Kelly Burgman	Kaw
9. Terry Capri	Yam
10. Mike Bergman	Kaw
OPEN	
1. Kevin Davis	Mai
2. Anthony Pasqulotto	Mai
3. Kevin Welch	C-A
4. Chuck Rush	Hus
5. Dennis Boone	C-A
6. Joseph Stephens	Hus
7. Pete Sheenan	Thu
8. John Reo	Yam
9. Keith Delzer	Yam
10. George Batalias	Yam
OVER 38	
1. Ken Guio	Hus
2. Doug Tichenor	Hus
3. Glen Henslee	Hus
4. Steve Hampton	Hus
5. Roger Welch	C-A
6. Ron Loomis	Hon
7. Roger Stricklett	Hus
8. Ken Steel	Yam
9. Manual Labor	Suz
10. Sergio Elizondo	Hus
OVER 30	
1. Roger Hamel	Yam
2. Edward Sivon	Yam
3. Tom Evert	C-A
4. Jim Crockett	Hus
250	
1. Chuck Rush	Hus
2. Troy Fitch	Yam
3. Kevin Steel	Yam
4. Mike Sixbery	Yam
5. Danny Anderson	Yam
6. Eric Elizondo	Hon
7. Glenn Wischmyer	Hus
8. Mike Lehman	Kaw
9. David Stephens	Yam
10. Jim Wischmyer	Suz
125	
1. Jody Maeder	Yam
2. Daryl Folks	Hus
3. Mike Welch	C-A
4. Chuck Ewing	Yam
5. Johnny Harshman	Suz
6. Todd Timmons	Yam
7. Floyd Bradley	Hus
8. Bobby Guevera	Suz
9. Todd Johnson	Yam
10. Bill McDaniel	Suz

CRC Fall MX Point Standings Sept. 7—Dec. 21, 1980

50/60	
1. Chris Cole	158
2. Steve Kotajarvi	112
3. Shane Trittler	100
4. Jason McFarland	80
5. Dennis Erickson	74
6. Kyle Lewis	72
7. Kris Vensel	70
Jeff Reynolds	70
Troy Welty	70
10. Ronnie Densford	56
11. Matt Foster	48
12. Gary Morton	40
13. Marty Rickard	36
14. Scott Brown	35
15. Bobby Headworth	34
16. Kayle Johnson	31
17. Eddie Hicks	28
Taylor Martin	28
19. Mouse McCoy	24
20. Kevin Heisser	20
Brad Johnson	20
80	
1. Jeff Barbacovi	324
2. Richard Fleming	244
3. Tim Rutherford	232
4. Michael Knapp	214
5. Jimmy Palmer	175
Scott Marrison	175
7. Bobby Simons	162
8. David Couch	161
9. Rick Hemme	159
10. Don Feeley	152
11. William Surratt	141
12. Trey McFarlane	135
13. Alan Lippie	134
14. Sam Storer	132
15. Chris Wallis	130
Dave Perry	130
17. Dan Hovis	128
18. Ken Clifton	125
19. Rudy Dickinson	122
20. Greg Gest	121
Tony Alessi	121
VETS	
1. Dan Moore	296
2. Soni Mount	247
3. Bob Crosta	209
Bob Haves	209
5. Gary Livengood	176
6. Ron Cole	165
7. Raymond Williams	154
8. Dan Sanchez	140
9. Carlos Marin	111
10. Bob Barr	95
11. Roger Plaskey	94
12. R.A. Buzz Moeller	92
13. Tim Fitzpatrick	75
14. Tim Cash	72
15. Lou Sorensen	64
16. Steve Edlefsen	63
17. John McManaway	60
18. R.D. Tuzinsky	59
19. Asker Larnkjaer	57
20. Bill Norman	53
100	
1. Jerry Anker	222
2. Bill Delgado	185
3. Rick Houghtaling	175
4. Bruce Delgado	144
5. Zoli Meszardos	133
6. John Peters	124
7. Jim Spotts	108
8. Eric Silgero	91
9. Robert Laughlin	87
10. Jim Boyd	75
Mark Davenport	75
12. Charles Osterday	73
13. John Kish	68
14. Peter Csulak	58
15. Alex Krause	57
125	
1. Gary Reichenbach	274
2. Matt Whiting	262
3. Paul Cano	243
4. Doug Gentry	237
5. A.J. Whiting	228
6. Bruce Maynor	213
7. Ross Hahn	197
8. Lyle Babi	190
9. Dennis Hulen	183
10. Curt McCuistion	174
11. Vaun Butler	172
12. Ryan Roberts	163
13. Harley Hall	157
14. Johnny O'Mara	156
15. Mark Moscrop	155
16. John Whelchel	153
Larry Bker	153
18. David Lynch	151
19. Willy Simons	150
20. Ed Hall	148
21. K.C. Maddox	146
Don Myron	146
23. David McGhee	145
24. Dave Hopwood	139
25. Tom Stout	138
26. Mike Beier	137
27. Ruben Torres	135
Mark Maynor	135
29. Louie Franco	130
30. Brad McLennan	126
250	
1. Peter Snorteland	337
2. Jim Coffey	324
3. Marc Johnson	296
4. Erin Buskirk	279
5. Dave Harris	253
6. Tom Webb	252
7. Greg Taylor	237
8. Derek Borg	232
9. Vince DePiazza	230
10. John Biffle	216
11. Todd Clark	196
12. Randy Morales	188
13. Chris Fleminig	180
14. John Barnes	178
15. Jim Sendelbach	177
16. Randy Johnson	175
Reggie Lamson	175
18. Rod Richardson	162
Robert Clark	162
20. Mike Harrison	158
21. Michael Tarkington	153
22. Jeff Jennings	143
23. Paul Bassett	141
24. Brian Chereshkoff	139
25. Greg Atkinson	136
Steve Blazek	136
OPEN	
1. Bob Shultz	410
2. Peter Snorteland	299
3. Rocky Hash	269
4. Mike Kell	258
5. Mark Glasmeier	215
6. Eddie Rea	214
7. Mark White	209
8. Alan Lipsky	208
9. Brian Vargus	198
10. Tim Edmonson	176
11. Eric Bowers	154
12. Dave Welty	147
13. Rob Rollins	146
14. Bill Andrews	123
15. Jim Carter	117
16. Kelly Saulie	116
17. Doug Renno	112
18. Micky Dymond	108
19. Mike Stepak	104
20. Tom Bice	102

1980 CRC MX Final Point Standings

50/60	
1. Kyle Lewis	205
2. Chris Cole	158
3. Gary Morton	157
4. Steven Kotajarvi	143
5. Shane Trittler	100
6. Jason McFarland	95
7. Ronnie Densford	86
8. Scott Brown	82
9. Bubba Erickson	74
10. Jeff Reynolds	70
11. Troy Welty	70
12. Kris Vensel	70
13. Matt Foster	70
14. Bobby Headworth	59
15. Mike Smith	56
16. Marty Rickard	51
17. Doug Fisher	46
18. Kevin Heisser	40
19. Taylor Martin	39
20. Prax Cruz	39
80	
1. Jeff Barbacovi	780
2. Richard Fleming	686
3. Michael Knapp	604
4. Robert Laughlin	504
5. Alan Lippie	497
6. Bobby Simons	494
7. Don Feeley	437
8. Sam Storer	396
9. Greg Gest	318
10. Larry Brooks	300
11. Mark Stuen	294
12. Steve Van Duzen	289
13. Bruce Bunch	288
14. Dave Perry	276
15. Dan Hovis	268
16. Gary Ybarra	268
17. Chris Wallis	267
18. Tony Puga	264
19. Chris Taylor	263
20. David Couch	263
21. Scott Marrison	257
22. Rick Hemme	257
23. William Surratt	254
24. Larry Black	251
25. Jimmy Palmer	246
26. Tony Alessi	244
27. Tim Rutherford	241
28. Johnny Whitsett	232
29. Todd Campbell	225
30. Ken Clifton	214
31. Terry Woody	213
32. Rudy Dickinson	206
33. Michael Lieber	191
34. Stagg Summers	191
35. Chris Gables	185
36. Gilbert Valdez	178
37. Beto Baca	175
38. Eddie Hicks	170
39. B.J. Hahn	170
40. Erik Kehoe	167
41. Tracy Meeks	160
42. Scott Brown	157
43. Louie Franco	144
44. Jim Spotts	144
45. Richie James	143
46. Ty Maddox	143
47. Trey McFarland	143
48. Ruben Padilla	139
49. Darryl Chereshkoff	139
50. John Gersies	136
100	
1. Jerry Anker	548
2. Zoli Meszaros	395
3. Rick Houghtaling	383
4. Bill Delgado	326
5. Robert Laughlin	241
6. Jim Boyd	238
7. Eric Silgero	232
8. Gary DePillo	180
9. Bruce Delgado	180
10. John Peters	165
11. Peter Csulak	165
12. Andy Nelinger	159
13. Jim Cobhan	158
14. Charlie Osterday	129
15. Alex Krause	124
16. Wayne Kirk	120
17. Mark Davenport	119
18. Jim Spotts	108
19. Troy Denham	102
20. James Boldizar	100
21. Chris Fleming	99
22. Donna Gilio	97
23. Herman Loaiza	96
24. Kirk Williams	94
25. John Zirbel	85
26. John Kish	83
27. John DelaTorre	72
28. Frank Darr	68
29. Mark McDonald	66
30. Mike Hughes	58
31. Ted Stuebner	57
32. Jack Greenberg	51
33. Kevin Travis	49
34. Clyde Yokoi	48
35. John Headworth	48
36. Mike Sanchez	47
37. Leroy Bjergum	46
38. George Niehaus	45
39. David Crigler	45
40. Dean Gluskoter	40
41. Michael Suarez	39
42. Victor Figalan	37
43. Grag Johnson	36
44. Ron Lechien	35
45. Vinny Rosato	33
46. Randi Ehrenborg	33
47. Gino Maragopoulos	28
48. Melinda Smith	27
49. Andrew Gaiger	25
50. Danny Garcia	22
125	
1. Gary Reichenbach	880
2. Darel Francis	667
3. Bruce Maynor	630
4. Todd Broussard	586
5. A.J. Whiting	556
6. Dennis Hulen	549
7. Ruben Torres	546
8. Roy Farr	543
9. Donnie Best	540
10. Ross Hahn	536
11. Vaun Butler	523
12. Lyle Babi	494
13. Larry Baker	462
14. Johnny O'Mara	440
15. Doug Gentry	440
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TROPHY PICKUP

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For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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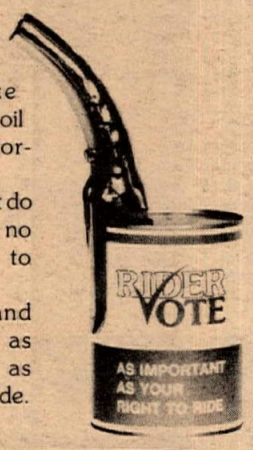

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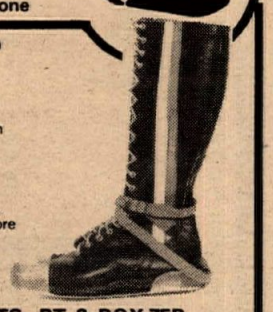

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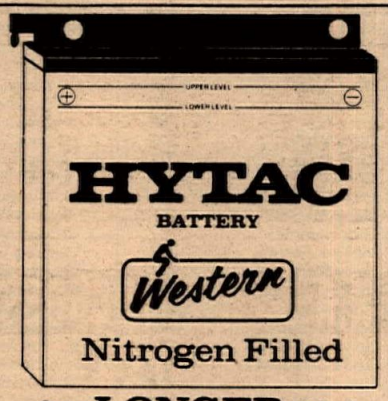

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CALENDAR

CHAMPIONSHIP EVENTS

1981 AMA/Winston Pro Series

2/7	Houston, TX/ST
2/8	Houston, TX/TT
3/8	Daytona Beach, FL/RR
4/4	Gardena, CA/TT
4/11	Sacramento, CA/M
5/3	San Jose, CA/M
5/9	Gardena, CA/H-M
5/30	Louisville, KY/H-M
5/31	Elkhart Lake, WI/RR
6/6	Harrington, DE/H-M
6/13	Roosevelt, NY/H-M
6/21	Loudon, NH/RR
6/26	Hinsdale, IL/TT
6/28	Columbus, OH/H-M
7/4	Topeka, KS/H-M
7/19	Monterey, CA/RR
7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M

1981 AMA National Championship MX Series

3/29	Sacramento, CA/125-250
4/5	Orange, CA/125-250
4/12	Knoxville, TN/125-250
5/3	Atlanta, GA/125-250
5/17	Southwick, MA/250-500
5/24	Mt. Morris, PA/250-500
6/7	St. Petersburg, FL/250-500
6/14	Castle Rock, CO/250-500
6/28	Binghampton, NY/125-500
7/5	Buchanan, MI/125-500
8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

1981 AMA Supercross Series

1/31	Anaheim, CA
2/14-15	Seattle, WA
2/28	Atlanta, GA
3/7	Daytona Beach, FL
3/13-14	Houston, TX
4/25-26	Pontiac, MI
5/9	Kansas City, MO
7/11	Los Angeles, CA
10/24	San Diego, CA

1981 Trans-USA MX Series

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	Atlanta, GA
10/11	New Berlin, NY
10/18	Sacramento, CA

1981 AMA National Enduro Schedule

Eastern Region

3/1	100 mi. Nat'l Georgia Crackers M.C. Decatur, GA 404/296-7121
3/29	150 mi. Nat'l Green County Comp. Riders Columbus, NJ 609/298-5201
4/5	100 mi. Nat'l Don Thave Factory Works Nashville, TN 615/383-4620
8/23	100 mi. Nat'l Greylock Riders M.C. Pittsfield, MA 413/443-6369

Central Region

5/31	100 mi. Nat'l Dusty Wheels M.C. Shreveport, LA 318/929-2110
6/14	100 mi. Nat'l White River Enduro Riders Allendale, MI 616/895-7715
9/13	100 mi. Nat'l IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
11/8	100 mi. Nat'l Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Western Region

2/22	150 mi. Nat'l Chaparrals M.C. Placentia, CA 714/528-3007
10/25	125 mi. Nat'l Mt. Baker M.C. Bellingham, WA 206/733-1694
11/1	100 mi. Nat'l Checkpoints M.C. Whittier, CA 213/691-4186

1981 AMA Two Day Qualifier

3/21-22	Tulsa, OK Tulsa Trail Riders Tulsa, OK 918/586-8091
4/25-26	Ridgecrest, CA Sunland Shamrocks M.C. Sunland, CA 213/243-1101
5/2-3	McMinnville, OR Trask Mountain M.C. McMinnville, OR 503/472-3828
5/9-10	Bellingham, WA Mt. Baker M.C. Bellingham, WA 206/676-8139
5/23-24	Maplesville, AL Perry Mountain M.C. Maplesville, AL 205/366-2682
6/6-7	Livingston, TN Cross Country Ent. Gallatin, TN 615/452-7096

1981 Drag Race Schedule

NHRA/NMRA

3/12-15	NHRA Gatornatls. (Pro Stk. only) Gainesville, FL
4/25-26	NHRA Southern Natls. (Top Fuel only) Atlanta, GA
5/2-3	NMRA Southeastern Natls., Gainesville, FL
5/23-24	NMRA Spring Natls. Epping, NH
6/13-14	NHRA Spring Natls. (Pro Stk. only) Columbus, OH
6/27-28	NMRA Midwestern Natls., Cincinnati, OH
7/18-19	NHRA Summer Natls. (Pro Stk. & Sup. Elim.) Englishtown, NJ
8/8-9	NMRA Golden State Natls., Fremont, CA
8/22-23	NMRA Longhorn Natls. Ft. Worth, TX
9/5-7	NHRA U.S. Natls. (Top Fuel & Sup. Elim.) Indianapolis, IN
10/3-4	NMRA U.S. Natls. Atco, NJ
10/17-18	NHRA Winston World Finals (Top Fuel only) Ontario, CA

Dragbike!

3/5-7	Orlando, FL
4/4-5	Commerce, GA
6/5-7	Cincinnati, OH
6/27-28	Rising Sun, MD
7/10-12	Baton Rouge, LA
8/1-2	Union Grove, WI
8/7-8	Belle Fousche, SD
9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

4/18-19	Gulfport, MS
5/16-17	Darlington, SC
6/6-7	Louisville, KY
8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

1981 SCORE Race Schedule

2/6-8	Parker 400 Parker, AZ
3/20-22	Mexicali 250 Mexicali, Baja California, Mexico
4/17-19	Barstow Barstow, CA
6/5-7	Baja Internacional Ensenada, Baja California, Mexico
8/20-23	SCORE Off Road World Championship Riverside Int'l Raceway Riverside, CA
9/25-27	SCORE Off Road Championship Golden State Int'l Raceway, Sonoma, CA
11/3-6	Baja 1000 Ensenada to La Paz, Baja California, Mexico

1981 World Championship Road Race Series

3/22	Buenos Aires, Argentia
4/26	Salzburgring, Austria
5/3	Hockenheim, Germany
5/10	Monza, Italy
5/17	Paul Ricard, France
5/24	Jarama, Spain
5/31	Rijeka, Yugoslavia
6/27	Assen, Holland
7/5	Spa, Belgium
7/12	Imola, Italy
8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

1981 World Championship Endurance Race Series

4/18-19	LeMans, France
6/14	Nurburging, Germany
6/21	Zeeltweg, Austria
7/11-12	Barcelona, Spain
7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

1981 World Championship MX Series

125cc

3/29	Italy
4/5	Holland
4/12	Austria
4/26	West Germany
5/3	France
5/24	Yugoslavia
5/31	Poland
7/5	Switzerland
7/19	LEXINGTON, OH
8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

3/29	France
4/5	Spain
5/3	Austria
5/17	Italy
5/24	Czechoslovakia
5/31	Bulgaria
6/14	Switzerland
6/21	Hawkstone Park, England
7/5	West Germany
7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

4/5	Austria
4/26	Switzerland
5/17	Finland
5/24	Sweden
5/31	Italy
6/14	France
6/21	CARLSBAD, CA
7/5	Farleigh Castle, England
7/19	Holland
7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

4/26	Belgium
5/10	Yugoslavia
5/17	West Germany
5/24	Holland
5/31	Sweden
7/19	Beenham Park, England
7/25	Whitehead, Ireland
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

1981 World Championship Trials

2/22	Spain
3/1	Belgium
3/7	Ireland
3/15	England
5/17	France
5/24	Italy
5/31	Austria
6/14	WATKINS GLEN, NY
9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

2/7-8	World Ice Racing Final Inzell, West Germany
2/28	Australasian Speedway Final Liverpool, Australia
5/28-30	FIM Rally Vrnjacka Banja, Yugoslavia
6/6-12	Isle of Man TT Isle of Man
6/21	Speedway Pairs World Final Chorzow, Poland
7/12	Commonwealth Speedway Final Bellevue, England
7/25	Intercontinental Speedway Final Vojens, Denmark

7/25 Continental Speedway Final
Prague, Czechoslovakia
8/16 Speedway Team World Final
Olching, West Germany
8/22 Ulster Grand Prix
Ireland
8/23 Sidecar World Grass Track Final
Assen, Holland
9/5 Individual World Speedway Final
Wembley, England
9/6 Trophee des Nations (250cc)
Belgium
9/13 Motocross des Nations (500cc)
West Germany
9/13 Solo World Grass Track Final
Lussac, France
9/19-20 Bol d'Or Endurance Race
Paul Ricard, France
9/20 World Long Track Final
Gornja Radgona, Yugoslavia
9/27 Coupe des Nations (125cc)
Italy
10/5-10 ISDE
Isle of Elba, Italy

EVERY WEEK

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore. All classes. For info: Leonard Smith, 700 SE 10th, Pryor, OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6 places to Am., Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

IDAHO

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction required. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, WA. 5 mi. E of I-5 on Hwy. 503. All classes, 100% Pro p.b. Entry $8.50, Pros $12.50. Home of the Gresham Toyota Pro Series. For info: Action OZ, Rt. 3, Box 379E, Gresham, OR 97030. 503/665-6707.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7 a.m., prac. 8, race 9. Info 714/727-1171.

January 24-25

DG GOLDEN STATE SERIES MOTOCROSS
Huron Cycle Park, Huron, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post; Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: 384 Washington St., Coalinga, CA 93210. 209/935-0485.

ICE RACES
Circuit Val d'Or Inc., Val d'Or, Quebec, Canada. 300 mi. NW of Montreal, 400 mi. N of Toronto. Provincial championship Sat., $2000 purse; North-American Series Sun., $3000 purse; $50 bonus for ea. American racer present. 80 School Boy, 125 Jr., 250 & Open Jr./Sr./Ex. Gates open 9-11 a.m., prac. 11-12, race 1. Info 819/824-2452 (Sylvie Brassard).

January 24

D-37/SADDLEBACK SATURDAY MOTOCROSS
Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $10, Pros $15. Info 714/496-8779 (Dennis Rosenberg).

OREGON INDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. W of town on Hwy. #34 to 53rd St., rt. to frgrds., main arena. Mini Beg.-Open Pro, season high points award. Knobbies allowed below 200cc. Entry $5, Pros $10 (75% p.b.), pit pass $4, watch $3. Sign up 6, prac. 7, race 8. Willamette Valley Cycle Club. Info 503/753-0942 (Gary Baney).

D-36 MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, all new sand track. D-36 rules enforced, no rider insur. Entry $12, Ex. $15 + $4 gate (100% p.b.), watch $4. Gates open 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 (Tom Anderson).

January 25

D-38 KING OF THE DESERT RACE
Plaster City, CA. Marked from I-8 in Imperial County @Dunaway Rd. exit, start/finish @ ancient dry lake bed. All welcome, prizes, free beer. Los Exploradoes, silencers req. King class (no bike size,) $1000 min. purse + 70% p.b., entry $50 pre, $60 post. Other classes 20% trophies & $500 divided among all classes; entry $12 pre, $15 post. Mini (80cc/14 yr. max, separate course) entry $5. Riders mtg. 8:30 a.m., race 9. Mail entries w/2 SASE & checks or money orders payable to Fudpucker Racing Team to: SDCSC, 1529 Fairvalley Rd., El Cajon, CA 92021. Info 714/447-4392 (eve.), 427-5759.

SPANAWAY MOTOCROSS
Spanaway, WA. 152nd & 22nd Ave. South. All classes, new owners, revised track w/lots of sand, Petty start gate, concrete slab. 100% Pro p.b., 30% trophies, 100% Pee Wee trophies. Gates open 7:30 a.m., tech 9, prac. 9:30, race 10: 15. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Kathie Swanson).

MRA MEDFORD MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. Mini-OT, 100% Pro p.b. (no lic. req.), good concessions w/friendly service. Gates open 8 a.m., prac. 9, race 10. Entry $6, Pros $10, watch $3. Info 503/779-6099.

GRAPEVINE MOTOCROSS
Grapevine, TX. 5 mi. W of town, corner of Hwy. 114 & Marshall Creek Rd. All classes; Mini & Nov. race in a.m., Int. & Ex. in p.m. Sandy loam track. Info 817/430-8213 (track), 214/270-4037 (Mr. Hickey).

AME MOTOCROSS
Indian Dunes, Valencia, CA. **All classes, 30% trophies, p.b. to Pros.** Post entry $10, Pros $13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos. Cash p.b. to Pros, 30% trophies, brass to Sptsmn. Entry $8, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

SDRA MOTOCROSS
Star Track MX Park, El Paso, TX. Off I-10 W, West Mesa, Country Club Rd., N.M. 275 (Santa Teresa Country Club area). Mini-Open + 3-wheelers. Trophies; $1500 Ex. purse, 15 riders/class, 100% p.b. for less. Prac. 9:30 a.m., race 11. Entry $22 Ex., $19 Am., $18 Nov. & 80 Ex., $16 80 Am., $15 80 Nov., $14 Mini Mini, $3.50 gate. $4 off pre-entry mailed before 1/20 to: Arvol Brumley, 8375 Alameda Ave., El Paso, TX 79907. 915/859-4718.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.- Sun. Info 714/653-8068, 5048, 7979.

D-36/BOSS MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 to Sunrise in Rancho Cordova, S to White Rock, lft. to stop, lft. to track. All District classes + Prog. Pro, on Brad Lackey track. Bonus trophies, Parts-in-the Pits, 100% Pro p.b. No pit riding, bicycles or dogs. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Semi-pro $15 + $4 gate, watch $4, 6-12 $1. Info 415/829-5330, 462-0537 (Fred Dion).

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

D-37 HARE SCRAMBLES
Anderson Dry Lake, Lucerne Valley, CA. Limed from Y-Cafe to Camp Rock Rd. 72 BBMC mi., Beg. & Trail Nov. go 1 loop, side hacks invited. Entry stickies, 3-D ruby booby finisher pins. Start 10 a.m. Entry $14. Brush Busters M.C. Info 213/443-3430 (Art Cossio).

GILA BEND GRAND PRIX
Gila Bend, AZ. 65 mi. SW of Phoenix on I-8. All classes + 3-wheeler, Dinosaur, OTHG. 34-mi. course, Ex./Am. go 4 laps, Oldies/Nov./Beg. go 3, Trail/OTHG go 2, Mini/3-wheelers race on 5-mi. loop @ 9 a.m., others start @ noon. Spark arrestors, silencers, canteen, 3 plates w/#s, helmet #s req. Entry $24, Ex. $29, non-memb. add $5, post add $5. Minis/3-wheeler/OTHG entry $14, post add $5. ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

LAST CHANCE QUALIFIER

Limited Number of Openings in *Some* Classes to Qualify for the
AMATEUR SUPERCROSS
ANAHEIM STADIUM
PRESENTED BY CALIFORNIA RACING CLUB
SUNDAY FEB 1, 1981
RIDE THE SAME COURSE THE PROs RIDE ON SAT NIGHT

THIS WEEK'S QUALIFIER
JANUARY 25
SADDLEBACK

Riders must Qualify to Enter.
(One race does it!)
CRC MEMBERSHIP REQUIRED
The number of riders that qualify at each race will be announced at the riders meeting.

CLASSES FOR EVERYONE
60cc VETS (+30)
80cc BEGINNERS
100cc NOVICES
125cc INTERMEDIATES
250cc EXPERTS/PROs
500cc

Kawasaki TEAM GREEN talent scout will be at the Anaheim Stadium Amateur event Feb. 1, 1981
FOR MORE INFORMATION
Call or Write CRC
24518 Island Avenue
Carson, California 90745
213/830-7519

AMATEUR SUPERCROSS CHAMPIONSHIP
ANAHEIM STADIUM
CRC

SUPERCROSS KICK-OFF '81
PRO RACE JAN. 31 ANAHEIM STADIUM

HANGTOWN
Sportsmen Riders

Be sure to see next week's Cycle News for the entry form to the 1981 Hangtown Motocross Classic. Next week is the only time the form will be published.

Don't miss it!

AMA DISTRICT 37

DESERT RACES
Jan. 25 — Brush Busters H.S., Lucerne
Feb. 8 — Dirt Fliers H & H, Lucerne
MOTOCROSS
Jan. 24 — Saturday Saddleback
Feb. 1 — DeAnza, Sunnymead
ENDURO
Feb. 1 — Prospectors, Red Mtn.
Feb. 22 — Chaparrals, Red Mtn.

See Calendar
For Details Or Call
HOT LINE (805) 254-0941

CRC MOTOCROSS RACE SCHEDULE

Jan. 25 — Saddleback
Feb. 1 — Anaheim Stadium
★ *Amateur Supercross* ★
Feb. 8 — Saddleback

1981 CRC Memberships Available
CRC Membership Required
213-830-7519

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Jan. 25 Feb. 8 — 22
INDIAN DUNES
Feb. 1 — 15
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA 213/881-5778

Public lands belong to all of US.
(Ride sharefully.)

R.A.C.E. MOTOCROSS
FRIDAY
CORONA RACEWAY

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT: NMA
P.O. BOX 46
NORWALK, CA
90650
213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE
MOTOCROSS

Open 7 Days 714-558-1584
CMC-MX
ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5
on Highway 126 near Castaic.
(805) 255-4200
INDIAN DUNES

Actually, we're offering our flashy red Cycle News Joggers at special winter two-for-the-price-of-one prices.

Two pair for only $5.95.

Sizes are limited to Extra Small, Small and Extra Large.

Send to: Cycle News/West
P.O. Box 498
Long Beach, CA 90801
(213) 427-7433

Please send me _____ pairs of joggers at $5.95 per two pair.

Circle correct size: XS S XL

Name _____

Address _____

City _____ State _____ Zip _____

Calif. residents add 6% sales tax.

Please fill in your complete account number and expiration date.

VISA

master charge

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

Signature _____

Expiration Date _____

Visa # _____

MC # _____

Jan. 30-Feb. 1

10TH ANNUAL INTL. WORLD OF WHEELS
Bakersfield Auditorium, Bakersfield, CA, Open Fri. 5-11 p.m., Sat. noon-11 p.m., Sun. noon-10 p.m. Trophies thru 3rd in all classes, cash awards. Info 805/399-7967 (D.A. McCutcheon).

Jan. 31-Feb. 1

DG GOLDEN STATE SERIES MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post; Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

OLD TIMERS MOTOCROSS NATIONALS
Saddleback Park, Orange, CA. All OT classes, 1st Natl. event of season. Pt. totals from both days will count toward OT Natl. Championship. Info 714/495-4771.

ICE RACES
St. Ferdinand d'Halifax, Road #265, Beauce, Quebec, Canada. 130 mi. E of Montreal. Provincial championship Sat., $1500 purse; North-American Series Sun., $3000 purse. 80 School boy, 125 Jr., 250 & Open Jr./Sr./Ex. Gates open 9 a.m., prac. 11, race 1. Info 819/824-2452. (Sylvie Brassard).

January 31

AMA SUPERCROSS KICKOFF
Anaheim Stadium, Anaheim, CA. Gates open 6:30 p.m., race 8. Tickets $15/$12/$9/$6 adults, $7.50/$6/$4.50/$3 children. Info 714/999-8900.

AMA SEMI-PRO MOTOCROSS
"E" St. Bridge sand track, Marysville, CA. Under Hwy. 70/Yuba River bridge, take N. Beale Rd. off ramp, over levee on Shad Rd., S end of bridge. All classes, rain or shine, Prog. Pro pts., bonus trophies, Parts-in-the-Pits, sheltered pits. No pit riding, riding day before race. Gates open 6:30 a.m., prac. 8, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088 (Charlie Sexton).

February 1

PROSPECTORS M.C. GOLD RUSH FAMILY ENDURO
Trona Rd./Red Mtn. area, CA. Limed from Hwy. 395 & Trona Rd., also Hwy. 395 & Searles Station cut-off. Easy 20-mi. family loop for all riders; all but family ride 35-mi. 2nd loop; A/B/A Women ride 40-mi. 3rd loop. Start 8 a.m. Entry $16, Family riders $10, add $1/Team memb. & list all memb. on entry, post add $2. Send 3 SASE w/entry to: Earl Wilson, 1547 W. 219th St., Torrance, CA 90501. Finisher pins & trophies. Info 213/320-6658 (Randy, 6-10 p.m.), 805/251-3790 (Rex). Drawing 1/20 @ Gardena Recreation Park, 15802 Brighton, Gardena, CA 8:15 p.m.

D-36/BOSS MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 to Sunrise in Rancho Cordova, S to White Rock, E to stop, left to track. All District classes inc. Prog. Pro, 100% Semi-pro p.b., bonus trophies. Old McGill track, Parts-in-the-Pits. No pit riding, bicycles, dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Semi-pro $15 + $4, watch $3, 6-12 $1. Info 415/462-0537, 829-5330 (Fred Dion).

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 10. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open Tues.-Sun. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5048, 7979.

D-36 EUROPEAN SCRAMBLES
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. Mini-OT/Vets, plenty of bonus trophies. 1st race (125s) 8-9 a.m., Vets/OT 10-11:30, Mini/100 12-1:30, 250/Open 2-3:30 (separate start). Entry $15, gen. adm. $4, 6-12 $1. Info 916/678-3592 (Buel Campbell).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 6:30 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ATA/SDTR TRIALS
Barona, San Diego, CA. I-5 S to 78 E to Ramona to 11th St. to San Diego Estates, left on Ramona Oaks Rd., rt. on Abajo, left on Pappas, rt. on Rainbird, follow ribbon to trees. All classes, 20% trophies, free camping. Info 714/842-5245, 847-8495 (Gil Smith).

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC AMATEUR SUPERCROSS
Anaheim Stadium, Anaheim, CA. All classes, CRC memb. req., must qualify to enter. CRC, 24518 Island Ave., Carson, CA 90745. 213/830-7519.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cancel Pros, 2 motos & brass f. Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CANCELLED

CLARKS BRANCH MOTOCROSS
Clarks Branch MX, Roseburg, OR. Clarks Branch Rd., 6 mi. S of town off I-5 East. Midget-Open Pro, always 200% Pro p.b. Gates open 8 a.m., prac. 8:30-9:30, race 10. Entry $6, Pros $10, admission $3, 6-18 $2, under 6 free. Info 503/673-1671, 3205 (Delbert Longbrake).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

MMA MOTORCYCLE SWAP MEET
Fairgrounds, Stockton, CA. Open 8 a.m. (sellers), 11 a.m. (gen. adm.), close 4:30 p.m. Live band, food, drinks. Booth space (10x10) $20, 2 for $35. Gen. adm. $3. No pets or guns allowed. MMA Special Events Div., PO Box 1576, Pacifica, CA 94044.

SPANAWAY MOTOCROSS
Spanaway, WA. 152nd & 22nd Ave South. All classes, new owners, revised track w/lots of sand, Petty start gate, concrete slab. 100% Pro p.b., 30% trophies 100% Pee Wee trophies. Gates open 7:30 a.m., tech 9, prac. 9:30, race 10:15. Entry $8.50, Pros $13.50, watch $4, under 12 $1. Info 206/848-6335 (Kathie Swanson).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

February 6

INDOOR MOTORCYCLE SWAP MEET
Los Angeles County Fairgrounds, Pomona, CA. Open 6-11 p.m., acres of free parking, 1000s of used & new parts & accessories on sale. 10x10 selling space $15, 10x20 $20, 10x20 prime $25; reservations must be made in advance by mail. Mail check indicating event to: RGC, PO Box 400, Maywood, CA 90270. 213/587-5100 (M & W, 10-5), 588-0763 (24 hr.).

February 7-8

DG GOLDEN STATE SERIES MOTOCROSS
Prairie City OHV Park, Sacramento, CA. $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: 500 South D St., Madera, CA 93637. 209/673-3146.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

February 8

CRC BOBCAT FAMILY ENDURO
Red Mtn., CA. All classes, 20% trophies, CRC pts. C under 16/Mini/Women go 1 loop, all others go 2 (ea. approx. 35 mi. long). Entry $15, post $18, non-memb. add $4. Mail entries & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. Info 714/689-6114 (days).

BRUSH RIDERS GRAND PRIX
Thurston-Grays Harbor ORV Park, McCleary, WA. 16 mi. W of Olympia, Hwy. 8. Yamaha Gold Cup Supercross kick-off, limited entry, info & entry forms @ Yamaha dealer. Pace/Blackhills M.C. Production. 206/426-8090.

MT. VIEW TEAM RACE
Mt. View Cycle Park, Sandy, OR. 4 mi. SE of town, take Hwy. 211, left on Bornstedt, rt. on Rude Rd. 80cc & under race two 45-min. races, 100-200cc & 250-Open race two 1½-hr. races. 30% trophies, teammates must use same #. Gates open 6 a.m., prac. 8, race 8:30. Entry $20/team, gate $3. Info 503/665-6062, 668-9928 (Jan Newman).

PATHFINDERS M.C. HARE SCRAMBLES
Avenal, CA. Approx. 3 mi. N of town, limed from I-5. All classes + PP, Vets. 100% Pro p.b., 30% trophies. O/N camping, no prac., race 9:30 a.m. Entry $15 mail, $18 post, $25 Pros. Info 209/864-3168 (Tom Stidham).

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, lots of trophies, 100% Semi-pro p.b. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Entry $13, Semi-pro $15 + $5 park fee. Info 916/678-3592 (Buel Campbell).

SEATTLE M.C. MOTOCROSS
Jolly Rogers Raceway, Kent, WA. I-5 to Exit 152, Orillia Rd. to 42nd, rt. on 216th, left. @ 40th. Pre-Kingdome race, all classes + 4-stroke & "Gran Prix" (Am. only, 125cc & up). 33% trophies, 100% Pro p.b. AMA-sanc. Gates open 7:30 a.m., prac. 9, race 10. Entry $5, Pros $10, entrance $4. Info 206/244-8874 (Doug Eyers).

CYCLELAND SPEEDWAY MARATHON
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S 99E & Gate-Shippee Rd. All classes + OT, PP, Ody. & 3-wheelers. 1 or 2 riders/bike, 20% trophies, dbl. trophies for teams (2 man). No pit riding or prac. Sign up 7-8:15 a.m. for 1st race, race 8:30-10 1st race. Entry $10, watch $3, under 6 $1. Info 916/891-6171.

GRAPEVINE MOTOCROSS
Grapevine, TX. 5 mi. W of town, corner of Hwy. 114 & Marshall Creek Rd. All classes; Mini & Nov. race in a.m., Int. & Ex. in p.m. Sandy loam track. Info 817/430-8213 (track), 214/270-4037 (Mr. Hickey).

MRA MEDFORD MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. Mini-OT, 100% Pro p.b. (no lic. req.), good concessions w/friendly service. Gates open 8 a.m., prac. 9, race 10. Entry $6, Pros $10, watch $3. Info 503/779-6099.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Entry $8 mail/$10 post, Pros $13 mail/$15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.-Sun. Info 714/653-8068, 5048, 7979.

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adelanto on Hwy. 395. All classes welcome. AMA Prog. Pro & D-37 MX pts. Free O/N camping. Entry $15 Pro, $9 Sptsmn. Purse 80% up to $1200. No memb. req. Nick Brajevich 714/245-7339.

February 14-15

DG GOLDEN STATE SERIES MOTOCROSS
Saddleback Park, Orange, CA. Series finale, $3000 Pro purse. Sptsmn. ride Sat., Pros Sun. Sptsmn. entry $10 mail/$15 post; Pros $25/$35. CMC lic. req., avail. @ track. Info & mail entries to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

February 15

ATA/PLONKERS VALENTINE TRIAL
Reche Canyon, Riverside, CA. 91 Fwy. E to Riverside, left on Washington, rt. @ Reche Rd., follow to end. All classes, 20% trophies. Entry $7 ATA memb., $10 non-memb., land use $3. Free camping. Info 714/842-5245, 847-8495 (Gil Smith).

D-37 HARE & HOUND
Red Mtn., CA. Limed N on Hwy. 395 from Red Mtn. 4 Aces Moose Run, 15% trophies, Rescue 3. All 3-wheelers welcome, separate course & start. Entry $15. Start 10 a.m. Info 213/360-6868 (John Powell).

AMA SEMI-PRO MOTOCROSS
"E" St. Bridge sand track, Marysville, CA. Under Hwy. 70/Yuba River bridge, take N. Beale Rd. Off ramp, over levee on Shad Rd., S end of bridge. Al classes, rain or shine, Prog. Pro pts., bonus trophies, Parts-in-the Pits, sheltered pits. No pit riding, riding day before race. Gates open 6:30 a.m., prac. 8, race 9. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Info 916/695-2727, 2088 (Charlie Sexton).

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4793.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 6:30 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open Tues.-Sun. Info 714/653-8068, 5048, 7979.

February 20

ALL INDOOR MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. From 6-11 p.m. Inter-Shows, PO Box 2910, Mission Viejo, CA 92690. Sellers info 714/831-5116.

Road Runs

January 25

SOUTHLAND CYCLES ROAD RUN
Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. To Griffith Park, Hollywood sign & Rock Store. Anyone rides, free entry. Start 9:15 a.m. Info 714/893-5091 (Jim).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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WANT ADS

Help Wanted

Manager — Honda Dealer
Bright, career minded person to manage entire operation. It'll be "YOUR STORE." You must be well organized, profit minded, & hard working with proven ability to supervise & motivate others. Terrific salary & bonus program for the right person. L.A. area. Send resume to: CYCLE NEWS, Dept. MHD, P.O. Box 498, Long Beach, CA 90801. (50/3)

Honda Mechanic Wanted
Must be experienced with own tools. 50-50 commission on pay. CALIFORNIA HONDA, (213) 272-3559 — Ask for Bill. (43/TFN)

★ Man Friday ★
Young man with good general knowledge of motorcycles to learn all parts of motorcycle business. Will train the right person. Call Leo or Wally (213) 564-5666. SOUTH LYN HONDA/SUZUKI, 9735 Long Beach Blvd., Southgate, CA 90280. (3)

Parts Manager San Diego, CA
Honda motorcycles — experience and references — benefits & pension plan. Send resume. HOUSE OF HONDA — 4904 El Cajon Blvd., San Diego, CA 92115. We're nice to work for! (714) 286-3488. (50/3)

Phone Sale Personnel Needed
Great benefits, please contact Bob Boucke at ROCKY CYCLE CO., Sunnyvale, CA. (408) 734-3750 ext. 13. (3/6)

HONDA MECHANICS
LAKEWOOD HONDA has immediate openings for experienced Honda mechanics. Pleasant working conditions and company benefits. Call Terry (213) 860-1354. (3/TFN)

Parts Help Needed!
We need semi-experienced parts person. Call Wayne at (213) 773-2164. (3/6)

★ Honda Mechanic ★
TUSTIN HONDA has an opening for an experienced mechanic with own tools. Excellent pay, paid medical & dental plus more. (714) 558-9393 ask for Rex, Service Mgr. (3/4)

WANTED: Experienced Yamaha partsman! (213) 635-8058. (50/TFN)

★ Counter Person Needed ★
Experience not necessary, but helpful. (213) 674-1431. (2/3)

Positions open at K&N!
#1.) Warehouse mangement — experience in parts and people management a must. Expediting, warehouse organization primary duties. #2.) Shipping clerk — experience in UPS & trucks' methods a plus. Good entry level position. Contact Rich Barnes at K&N (714) 684-9762. (2/3)

PARTS SALES
Over the counter parts sales at 1 of Washington's largest Yamaha dealers. Requires experience in motorcycle parts sales, pref. Yamaha parts. Year round employment. Call for send resume to: STUART RAWSON — CYCLE CRAFT, 752 S. 108th, Tacoma, WA 98444. (206) 531-2652. (1/TFN)

Designer Trainee
Kerker seeks trainee for proto-type exhaust system work. Must have knowledge and experience with combination welding, metal fabrication, lathe & mills. Experience with motorcycles & proto-typing a plus. Excellent opportunity to advance. Good benefits. Apply to Cleve Adams. Kerker, 7900 Deering, Canoga Park, CA 91304, (213) 999-3060. (49/TFN)

Suzuki/Yamaha Serv. Mgr./Mech.
Need skilled technician, efficient, conscientious, year round work. South Western Wyoming, 30,000 population, excellent biking, hunting, fishing & skiing. SAVALAS SPORTS CENTER, Box 1361, Rock Springs, WY 82901. (307) 362-5531. (49/TFN)

Wanted Exp. BMW Yamaha Mechanic
w/your tools. Steady work, beautiful climate. Salary comensurate with production. Call Mr. or Mrs. Boe (714) 722-3334. BOE'S CYCLE MART, Oceanside, CA. (2/3)

Parts Manager
Immediate opening for stable, mature, hard working person with three years experience. For interview call Vic (714) 646-2428. ORANGE COUNTY SUZUKI — Costa Mesa, CA. (2/3)

★ Mechanic Wanted ★
With 3 years experience in Yamaha shop. FULLERTON YAMAHA. Ask for Ray or John (714) 870-9720. (2/5)

Service Manager Wanted!
2-MECHANICS Honda/Kawasaki experience a must. Palm Springs area. Year round employment. New modern facilities. Nice atmosphere. OASIS HONDA (714) 346-8311. Ask for Jack. (2/5)

HONDA YAMAHA
Motorcycle — snowmobile & small engine dealership in Mt. Shasta, CA. Well established, good return, good lease. No competition in County. (916) 926-2727 or (916) 926-3430. (50/3)

Parts and Service
Good opportunity for serious, experienced workers. well established Kawasaki and Yamaha store with work all year around. Call or write: 1339 N. Highland Ave., Hollywood, CA 90020. (213) 466-8451. (39/TFN)

★ Sales Reps for Rocky ★
For the following areas: PA, WI, FL, EAST WA, MT, & SOUTH IL. Experienced sales person. Send resume or call Bob Boucke, ROCKY CYCLE CO., 1250 Elko, Sunnyvale, CA 94086. (408) 734-3750 ext. 13. (2/5)

We are growing FAST!
One of the largest Suzuki dealerships in the U.S. is getting bigger. We are now taking applications for experienced Suzuki mechanics & parts people. Year round employment & advancement possible. Contact Mike at (213) 795-4129. (3/TFN)

Progressive Yamaha Honda Dealers
looking for 1st class technicians. Productivity essential. We're going places! Send resume to: REED'S YAMA HONDA, 736 N. 9th St., Lafayette, IN 47904. (3/6)

★ Warranty Co-Ordinator ★
Sharp, detail oriented person needed for entry level position processing warranty claims. Motorcycle background & mechanical aptitude very helpful. Position involves extensive paper work & good communication skills. Excellent company benefits working in our modern, new national headquarters. Send resume to: US SUZUKI MOTOR CORP., PO Box 1100, Dept. C, Brea, CA 92621. Attn: Mrs. Williams. NO phone calls please! (2/3)

Service Manager & Mechanics Parts & Salesman
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

SALES REP WANTED!
Central California. Send resume to HAHN ENTERPRISES, P.O. Box 26515, Sacramento, CA 95826. (1/3)

SERVICE MANAGER
Experienced manager needed for Yamaha dealer. 1 of Washington's oldest & largest. Year round employment. Salary plus performance commission. Call of send resume to: STUART RAWSON — CYCLE CRAFT, 752 S. 108th, Tacoma, WA 98444. (206) 531-2652. (1/TFN)

WANTED:
Work partner for established Honda dealership. Excellent opportunity for experienced person. Eventual takeover possible. Box Holder 42413, Tucson, AZ 85733. (50/3)

Service Manager
Experienced person with management background and a proven work record. Large Honda Kawasaki dealership located in Northern VA. 6000 sq. ft. service dept. Everything 1st class. Come work with the best management team in the industry. Excellent opportunity for the right man. Relocation paid. Salary open. Send resume with references to: CYCLES FAIRFAX, 11101 Main St., Fairfax, VA 22030. Attn. Mr. Negra. (703) 591-8420. (2/4)

Business Opportunities

Colorado Honda Dealership
Near Denver and Mountains. Contact Commercial Real Estate Department, BUTTERWICK ENTERPRISES, LTD., 10125 West Sixth Ave., Lakewood, CO 80215. (303) 232-8330. (3/6)

Motorcycle Shop with Realty
YAMAHA & SUZUKI FRANCHISES; Excellent corner location in Oroville. New 30' x 100' building with 21' x 45' covered storage; 7' chain link fence around entire storage area; Gross 1979-1980 in excess of $400,000. Write for list of shop & office equip. and income statement. Good assumable loans. $230,000 + inventory. Call Norb Brown. RUTH SHELDON REAL ESTATE, 750 Oro Dam Blvd., Oroville, CA 95965. (916) 534-7442. EVES: (916) 533-0183. (3/4)

Yamaha Franchise For Sale!
Well established dealership (8 years) in south western town of 38,000 population. Year round riding conditions. $57,000, includes franchise, inventory and equipment. WORLD OF WHEELS — 600 So. Main, Roswell, NM 88201. (505) 623-3068. (2/5)

Motorcycle Shop
Established business — accessories-service-cycle sales-gross approx. $250,000 year — Fremont, Calif. — Price $74,950 — For details call (415) 651-8410 or (415) 471-2930 — RARE OPPORTUNITY. (2/4)

MOTORCYCLE DEALERSHIP, two major franchise. Excellent L.A., Calif. location. 175K parts, accessories & equipment. Good lease. (BKR) (213) 858-0188 — 9804 Wilshire Blvd., Beverly Hills, CA 90212. (2/3)

★ Honda Dealership For Sale ★
Franchised Honda dealer in operation 8 years in L.A. area. Very profitable, but illness forces a quick sale for $40,000.00 cash plus small inventory. Price includes all equipment and leasehold improvements of a going dealer. Write: CYCLE NEWS, Dept. HDFS, P.O. Box 498, Long Beach, CA 90801. (213) 781-0848. (1/3)

Kawasaki and Vespa
Take a good look at this going dealership on Calif. Central Coast in growing area with blue skies and fresh air. (805) 922-8302. (3)

AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

185 ATC Performance Head Kits from Flow-Rite Systems
Kit includes: 1 new head core ported and polished with comp valve work and honed guides. Camshaft and springs. Valves (oversized exhaust) and seals. Fully assemled, ready to run, priced at $315.00. Core credit given on good used heads. Dealer inquiries invited. FLOW-RITE SYSTEMS, 5151 Santa Fe St. st. A, San Diego, California 92109. (714) 270-1360. (3/E&W/4-W/EOI/6)

'79 YZ 125F. Looks and runs excellent — Boyesen Reeds — new Dunlops — never raced. $600.00. (714) 737-8400. (3)

'78 HONDA CR250R, 79 barrel, S&W shocks, Metzelers, $500.00. (714) 836-5065. (3)

Kawasaki 1000 motor
Used for AMA Superbike competition. Fresh piston, rings & valves. Qualified and finished nationals as fastest non-factory entry, $1500. (714) 459-6877 eve. (3)

Competition Leathers
All types, from $200, repairs, etc. Lou, (606) 787-5029. (3/TFN)

DAYTONA VINTAGE Road Race March 4, 1981. Concourse display and parade March 7 & 8. For entry forms and info contact: Rob Iannucci, 146 Willow St., Brooklyn, NY 11201. (212) 596-0504. (3/4)

"TZ Clearance Sale"
2 rolling TZ250 monoshockers — $1000 ea. 1 rolling TZ250G monoshocker — $1700. 2 rolling TZ250B twin shocks — $550 ea. 2 TZ500B frames with swingarms & shocks — $100 ea. TZ250 radiator — $150. Factory 'E' pipes — $100. TZ350 top end — new cylinder, pistons, rings & head — $200. New TZ750 crank — $220. New 34mm Mikunis — $35. 36mm — $40. Mack Pipes for TZ250 — $50. WM2-WM3 Morris mags — $100 ea. CALL ANYTIME! (213) 531-8029. (3)

Triumph 1964 TR-6
Good condition, $700 OBO. Days (213) 974-3970, wknds & nites (213) 433-8340. (3/4)

1979 Husqvarna 390 OR
Box stock and showroom fresh, never raced or thrashed. $1350. Call (714) 775-4822. (3)

1980 FACTORY 420 HUSKY. Like new, only 10 hours on bike. Must sell, $1700.00 or best offer. Call (213) 867-1585. (3)

'80 XL500 low miles, $1450/offer. OR '78 YZ125 w/extras, $475. (714) 581-1924. (3)

COFFMAN'S YZ 60H PIPE
This pipe improves torque and increased 1.2H/P thru RPM range. Dyno tested. Made of 20 gauge steel. Comes complete with mounting hardware. Satisfaction guaranteed. Call or write "Coffman's," 5842-G McFadden, Huntington Beach, CA 92647. (714) 897-2209. (3/4)

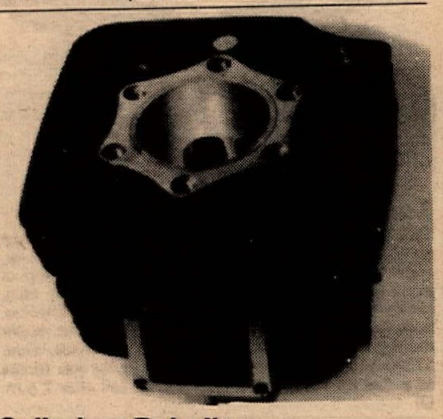
Pro Racing Equipment
1980 XR750 race ready. Lawwill frame, half-mile & mile setup. XR750 engine complete, TT setup, left-hand shift. TT Yamaha 500 with or without engine. TZ250 Yamaha roadracer, custom frame, mag wheels, lightest possible weight plus extras. 250 Yamaha shorttracker, new Shell frame. ALL PRICED TO SELL! Phone Carl, days (415) 326-9111, after 7 (415) 443-4844. (3/4)

1980 IT425 Yamaha
Excellent condition — $1450.00 — (213) 830-3463 after 6:00 p.m. (3)

Speedway Bike!
Call for details, will ship anywhere! (714) 962-7319. (3)

Profit by Cycle News
CYCLE NEWS is now offering you the opportunity to earn extra cash by selling CYCLE NEWS at your local motorcycle race tracks, rallies and/or enthusiast gatherings. Our program is simple and profitable for you. Just give us a call and we will show you how to make money! Speak to DUANE JOHNSON at (213) 427-RIDE. Those under 18 will need their guardian's permission. (37, 40, 43, 46)

'80 Husky 250 OR
Absolutely top condition, very few rides. $1700. (213) 360-6868 after 6 p.m. (3/5)



Cylinders Rebuilt
All popular models. Better than new, less wear, runs cooler, can be bored. Popular models, $95 plus piston & shipping. Call for prices on others. Reduced prices on Pro Stage porting with rebuilding. K.K. PERFORMANCE, 886 Bluffcity Blvd., Elgin, IL 60120. (312) 697-4343. (3/TFN)

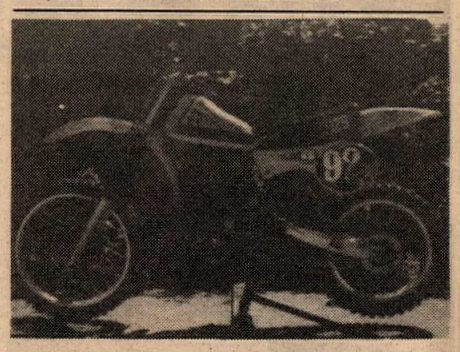
1979 390 CR Husky
Excellent cond., OR tank, skid plate, Ohlins shocks. $1150 or best. Moving, need bucks. Call John (213) 965-7055. (3)

★ CYCLE CLASSIC ★
'79 Moto-Guzzi 850 LeMans. Super clean with many extras, $4700.00. Ph. (714) 499-1875. (3)

'80 Kawasaki KLX
250 — 4-stroke, 186 miles, LIKE NEW! Ridden twice, $975.00. (714) 831-2278. (3/4)

1980 YZ 465G
New top end and bottom end, new chain and sprockets, Luft silencer, $1295 O.B.O. (213) 596-0293 ask for Paul. (3)

★ Yamaha SR500 ★
Complete motor & chassis, plus parts. Make offer. Jerry (213) 325-5005 or (213) 548-6874. (3)



R&D, Turner '79 RM125N like new
R&D porting, R&D ignition, 34 Mikuni carb, Turner pipe, new 1st over pistons. rings, Luft shocks, Al Baker forks, new Dunlops, hand bars, brakes, bullet proofed swingarm, spokes, forks. Not ridden since March, clean, $630.00. Call Arnold (213) 263-3743. (3)

'80 RM 250T Suzuki
Lots of extras, $825.00 O.B.O. 1-(213) 962-6011. (3)

'79 Maico 250
New — never ridden — $1100.00. (714) 626-8471. (3)

'79 250 OR Husky
Super clean, bought 6-80, ridden very little, must sell. Call after 7 p.m. or before 9 a.m. $1100.00. (714) 481-6711. (3/4)

1979 CR250 Honda
Runs very good and looks good, $700.00 or best offer. Phone, call before 12:00 a.m. (714) 839-8365. (3)

'79 SUZUKI RM 125N, stock, clean, ridden 12 times, $689.00. (213) 325-1050. (3)

SUPER DEALS
1974 Maico 125, $295. 1978 Maico 125 (never run), $795. 1977 Maico 400, $695. 1978 Can-Am 250 MX-4, $695. (714) 557-2776 Eves. (3/5)

4 Valve Speedway Bike
Speedway Research motor, all trick items, stock and centerport frame, rebuilt motor, $2,300. (213) 429-8869. (3)

'74 YAMAHA MX500, new bore, S&W shocks, $400 O.B.O. (213) 425-5183. (3/4)

'74 Bultaco Alpina 250cc
Seldom ridden, xlnt. condition, all original. $250. (714) 963-4103. (3)

1978 Kawasaki KZ650
Minor damaged, rideable. Engine runs and not damaged, 6100 miles. $800 or best offer. Richard (805) 682-6597 evenings. (3)

1980½ KTM 420 MC. Works shocks — $1500 — ex. condition. (916) 645-2438. (3)

Wanted

XR 500 Shorttracker. Call or write: Gene, 517 E. 'D' St., Petaluma, Calif. 94952. (707) 778-8002. (3)

Motorcycle Transport

1974 Dodge 1 ton Maxi Van, holds 2 bikes, sleeper, shower, A.M.-F.M. cassette, A.C., sway bars, EZ lift, elec. brakes. $3,000. (707) 255-9357. (1/4)

Touring Rider Save $2500!

1980 XS1100 Yamaha standard, full dresser package by "Custom Dresser" all color matched two tone silver, super large bags and trunk, custom rider rest top of trunk. Double light bars rear, double bucket seat, Harley style front fender with lightbar, lots of chrome, floor boards front and rear, pedal style brake, super touring bike with less than 2000 total miles. Over $7300 invested, first $4800 takes it. Loss job forces sale. Call (213) 438-1774 if no answer call after 7 p.m. (3)

'77 YZ400D, Loaded! Fast!

Original and MS desert tank, White Bros. front and rear suspension mods. Full floating brake, Whirlpull throttle, Boyesen Reeds, Profab swingarm, casesaver, rimsaver tires, tool box, '79 seat, Flanders bars, DeHandlers, blueprinted & ported. (714) 685-0351. (3)

★ Can-Am Closeout Sale ★

Brand new bikes! '79 370 MX-5, $1200.00. '80 125 MX-6, $1100.00. '80 250 MX-6, $1500.00. '80 400 MX-6, $1700.00. WHEELSMITH, 18020 Euclid St., Fountain Valley, CA 92708 or call (714) 751-0680. (3/TFN)

4 Valve Jawa Speedway Bike

Buy now for next season. All extras included. (714) 493-1866. (3)

MONGO RACING
143 PANMINT AVE.
RIDGECREST, CA 93555
(714) 375-2574

Turn your Yamaha 465 into a firebreathing YZ490 still using std. bore. Creates quicker power & more midrange & top end. $175.00 complete.

Mono-shock rebuilding — $55.00 complete. Dual-rate springs — $70.00 + tax (includes machining). Aluminum reservoirs, $105.00 installed. Fork mods — $28.00 complete. COMPLETE LINE OF PRODUCTS & ACCESSORIES.

(714) 375-2574. (2/3)

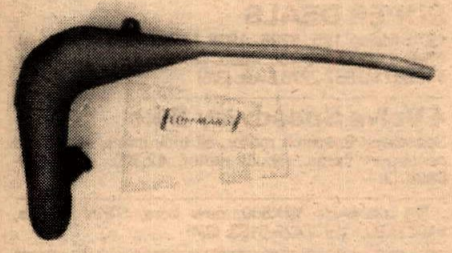
★ Two YZ125G's ★

Both — good condition. $800.00 each. (213) 597-8639. (2/3)

1979 390 OR HUSKY — Ported, Ash pipe, skid plate, Ohlins, extras, $1450.00 O.B.O. (213) 441-1346. (2/3)

1979 Husqvarna 390CR

Immaculate condition, white plastic OR replica tank, Ash pipe, fresh top end, front Metzeler, come see. Call Steve, (714) 774-4440. $1350.00. (1/4)



Coffman's YZ80H Pipe, $94.50

Increases power throughout RPM range. This is a cone pipe with tapered head pipes. Comes complete with mounting hardware GUARANTEED to work to your expectations. Call or write: COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (2/3)

'80 YZG 125, $750.00 firm. '78 IT 175, $650.00. Both in good condition. After 5:00 p.m. (714) 531-3040. (3)

1105cc Kawasaki

1980 Special Construction, 8,000 miles, Yosh 10.5:1 pistons, K-H, L-1 cams, head ported & polished, smooth-bore Mikunis, Vance & Hines welded crank, LTD frame, AGS. $3,000 or best offer. (714) 960-6611. (3/4)

'79 KDX 400. GOOD CONDITION with extras including 4 cylinders, 2 tanks, fenders and etc. Must sell, make offer. (213) 644-7564. (3)

390 Husqvarna Automatic

Save $1200 compared to a new one. Low miles, meticulously cared for. Outstanding enduro bike. New shocks, only $1400 OBO. (213) 430-0567 days, (714) 640-1922 nites. (3/TFN)

650 Kawasaki Solex Carbs

Mikuni Solex side draft carbs! Manifolds carbs cables for 650 Kawasaki. $250 or B.O. (408) 272-8393. (3/4)

175 IT '78

Exlt. condition, extras, fast, runs perfect. $650. (805) 944-1917. (3)

Can-Am 250 MX5

Mod. swingarm, Fox Shoxs, Terry fork kit, alum. muffler, xlnt. cond. $850. Call (714) 536-2172 or (714) 531-3762. (3)

1980 Chevy Van

1 ton auto, PS, PB, A/C, spd cont., tilt wheel, alloy wheels, radials, Concord stereo, much more. Seats 5 plus 3 bikes. Passenger area separated from bikes. Evenings (714) 557-2776. (3/5)

CZ 250 MotoX 4 rail trailer

In great shape, new top end, new S&W shocks, new bars, and more, ready to ride. Bike $425. Trailer $350. Walt (213) 469-9812 or (213) 963-1353. (3/4)

Honda 540 C&J

Protec kit, valve springs, strong motor, 235 dry, many extras, good cond. Leave number on answer machine. (714) 247-4597. (3/4)

'77 Hodaka 250

Street legal dirt bike. Extra clean — cover 2 tanks. $675.00. (209) 226-7611. (3/4)

YZ125F & RM125N $675 ea.

RM — fresh engine, runs & looks BRAND NEW, EXTRA PARTS. YZ — Luft suspension, runs FAST, looks GREAT. Many extra parts. BOTH new tires. BOTH expertly maintained. MUST SEE! Best offer takes. (213) 377-6671. (3/4)

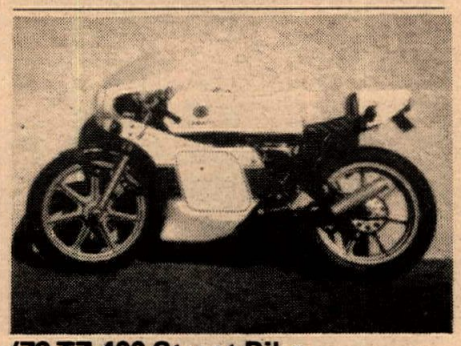
HELP! Rocket Rex Staten is

in need of $UPPORT for the remainder of the 1981 Golden State Series. Call (714) 829-1278 or (714) 823-5426. (3)

'77 Yamaha IT400

Excellent condition — extras. $850/offer. (213) 645-2937. (3)

B.S.A. — B50 PARTS. Fenders, tank, side panels & misc. parts WANTED! (213) 428-2151. (3/4)



'78 TZ-400 Street Bike

TZ-250E chassis with fresh RD-400 motor — complete RD-400 wiring system — blinkers, lights and working charging system. Morris magnesium wheels, new K81 Dunlops. Custom Toomey Racing pipes. Registered for 1981, $2200.00.

Also 1977 RD-400, 4800 miles, blue, completely stock, perfect condition, complete service 25 miles ago. $1250.00 OBO.

Also 1979 Maico 440, runs great only $900 OBO. Call Ed at (213) 379-4755. (3)

RD400F Daytona Special

Blueprinted motor, big reed valves, Shoei FM2 color matched with 7" quartz. 30mm Mikunis, Pro pipes with rebuildable alum. silencers. Fox R-R Shoxs, Barnett clutch. Priced to sell, $2,000. (303) 493-6864 or (303) 226-0225. (3/4)

Don't lose your nuts in the desert! COME PREPARED, get your metric assortment.

Complete your accessories with bolts, nuts, washers, includes self locking nuts. 155 pieces ONLY $23.95 plus 6% tax. Add $1.50 postage & handling. Order now, FREE wire ties. Designate make of bike. Remit to: Larry Payne, 2712 Prospect, La Crescenta, CA 91214. (3/8)

★76 Husky 360-WR★

Completely checked over & in good condition. 30-day warranty. Sacrificing at $595.00. T & O YAMAHA, Lomita, CA. (213) 534-2311. (3/4)

Moto-Guzzi Ducati

Overseas delivery & return shipping arranged for Moto-Guzzi & Ducati; including 850 LeMans II. For the price you would pay here for a Guzzi or Ducati, you could have a factory prepared bike PLUS a trip to Europe. Contact RON LEVY LTD., 238 Mulberry St., New York City, NY 10012. (212) 288-5282. (15/EOI/TFN)

Bultaco Astro 250

TT and short track set ups, many extras, competitive sportsman or novice pro bike. See to appreciate. $800 OBO. (714) 840-6751. (3/4)

1980 Maico 450 MI

Fresh, few races, sharp motor. Works forks and shocks. A proven winner. $1800. Call Gilles at Works Performance, days (213) 701-1010. (3/7)

BSA classics

1963 650cc unit construction — first year, $900.00. 1972 500cc single — last year $500. Both 100% complete and running. (301) 953-3851. (3)

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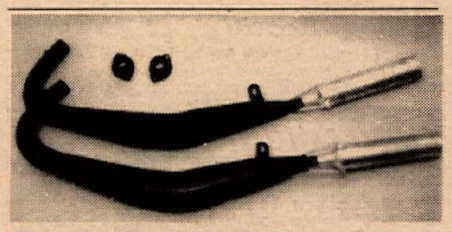

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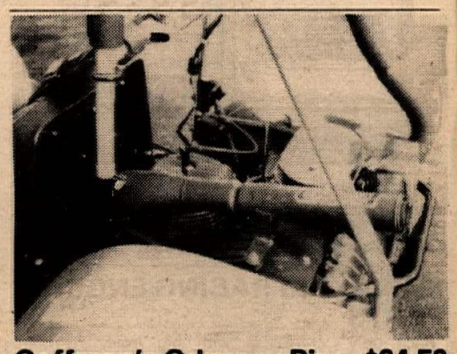

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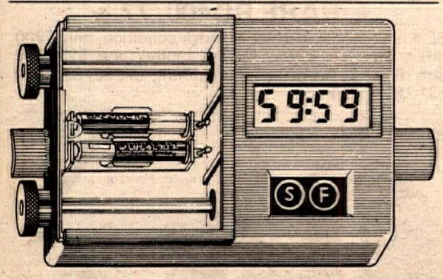

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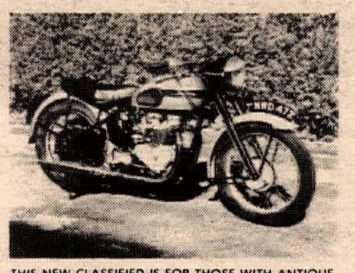

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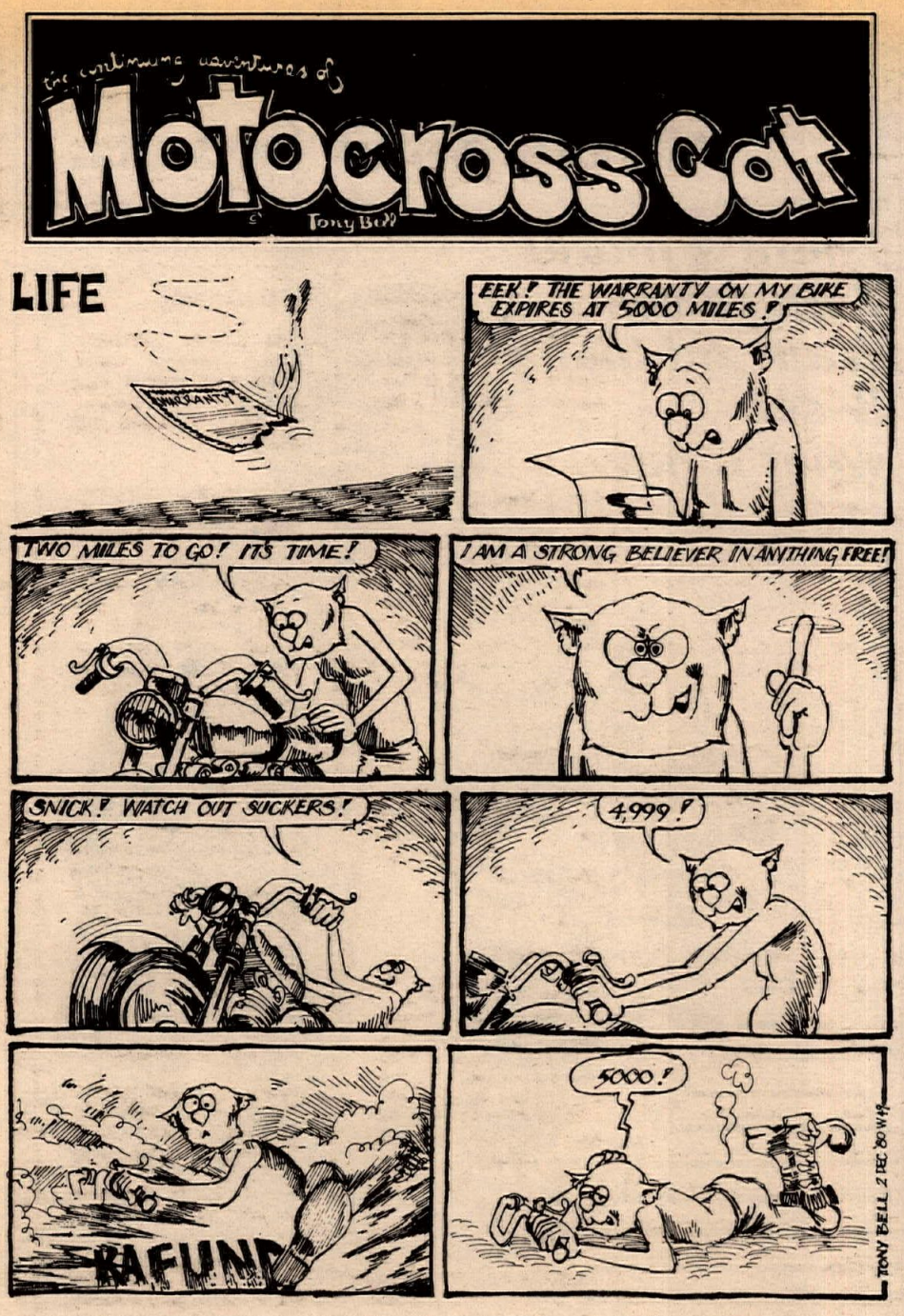

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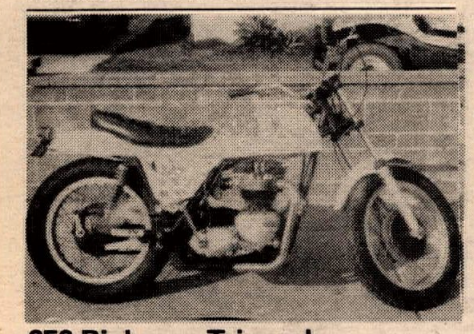

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Cafe fairing — custom black paint, 13K miles — very clean — $1200.00. Days (213) 264-6401 — leave message for Skip. Nites. (714) 673-1321. (13)

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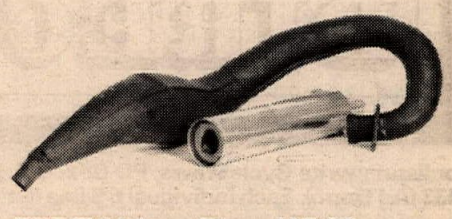

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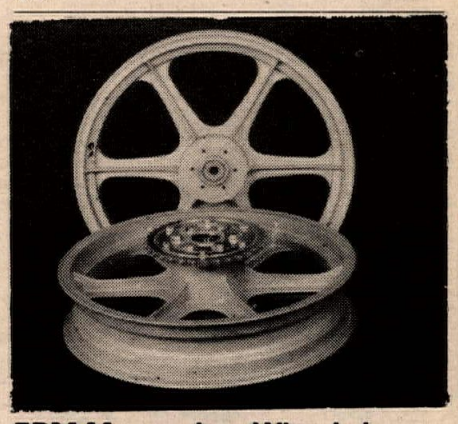

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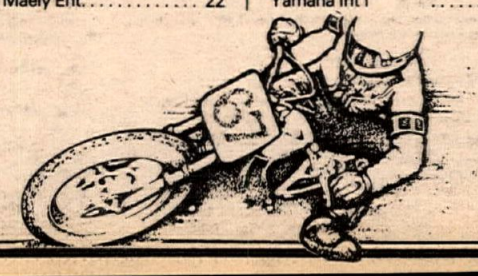

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